



Freewheeling

NUMBER FOURTEEN \$2.00* APRIL/MAY 1982

Southern Cross Cycle Trail Guide
New Products and Ideas



The Plastic Bicycle

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Cycle Trails Action

Australia's highest situated town, Cabramurra, NSW was the venue last February for the fourth national meeting of the Australian Cycle Trails group. The meeting called ACT FOUR was held to coincide with a special two week tour of the Snowy Mountains area.

Bicycle tourers came from Victoria, New South Wales and the Australian Capital Territory to participate in the ongoing work of establishing a network of rural cycle trails for this country.

In the Scout Hall building perched high above the magnificent Tumut gorge the gathered delegates heard reports describing the successful completion of two cycle trails linking Melbourne to Brisbane via Sydney.

The meeting also confirmed the appointment of the board of 1982 which will guide the organization until its next annual gathering early in 1983.

Possibly the most exciting item to come out of the meeting was the decision to hold an annual event ride between Canberra and Sydney during spring each year. A pilot ride is being planned for this September and all affiliated touring groups will be invited to participate with the first general public ride getting underway during spring 1983.

A ride will not be held during 1984 as full support for the VICTOUR 1984 event will need to be provided by ACT and affiliated groups. These major rides are expected to provide the Australian cycling community with the necessary experience and expertise necessary to organize event rides of international importance during the 1988 Bicentennial celebrations. Watch this column for news of all future rides and cycling events.

Tour of the Snowy Mountains

As mentioned above this tour was held in late summer between Cooma and Canberra over parts of the proposed Snowy Mountains Cycle Trail. One of the rides initial aims was to establish whether the route would be suitable for an annual ACT sponsored ride. By the time the group of nine riders reached Cabramurra there was no doubt that the excessive amount of mountain climbing would limit the areas use to experienced cycle tourers. For example, over the fifty five kilometers between Khancobarr and Cabramurra a total of two thousand meters in elevation had to be climbed.

The ACT party consisted of riders ranging in age from their early twenties to their mid sixties. The daily average was kept low to contend with the large numbers of hills with only the day mentioned above being considered excessive. A full story (with pictures) of this ride will feature in a forthcoming *Freewheeling*.

Near perfect weather coincided with the ride and memorable rest days were spent near the Geehi Hut at Swampy Plains and at an idealic campsite beside Three Mile Dam. A special guest of the ride was Josh Lehman who is the bicycle co-ordinator for the city of Seattle USA. He was invited to include the tour in his Australian and New Zealand touring itinerary and the association provided ACT with valuable insights into the American touring experience.

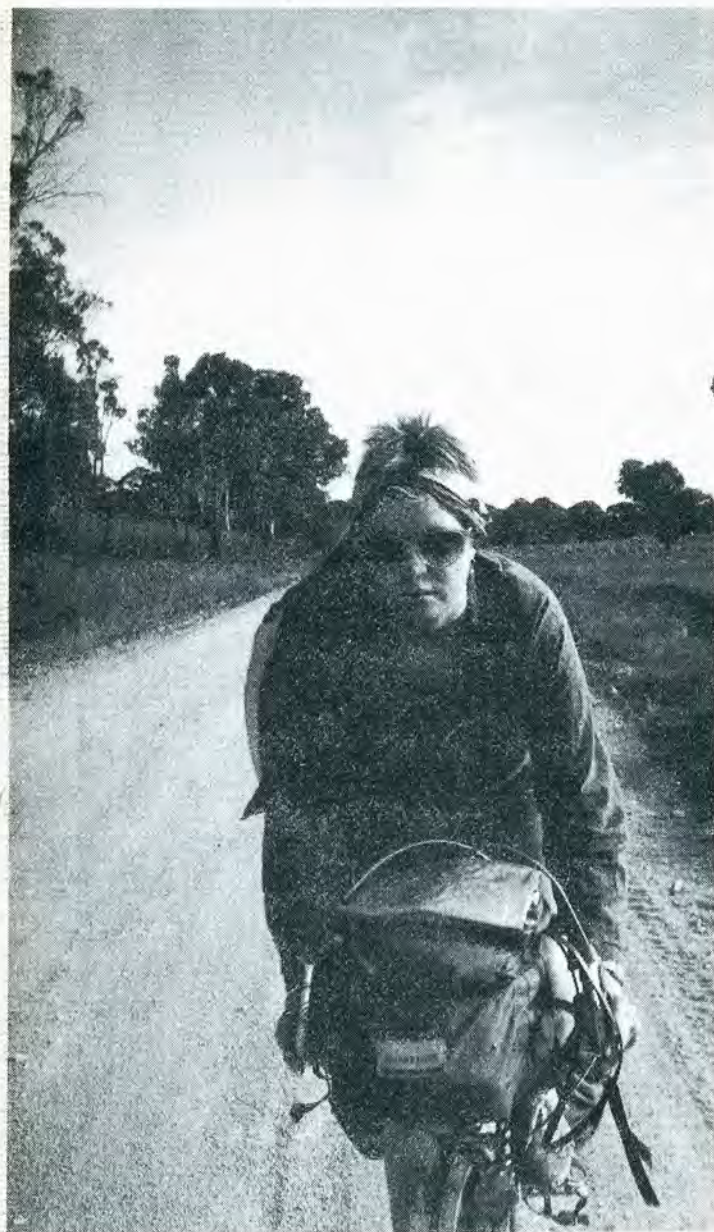
His visit should mean that the touring links between the USA and Australia will be strengthened as planning proceeds for our own Bikecentennial event.

Josh Lehman at Swampy Plains.





Freewheeling



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NIGHT RIDERS

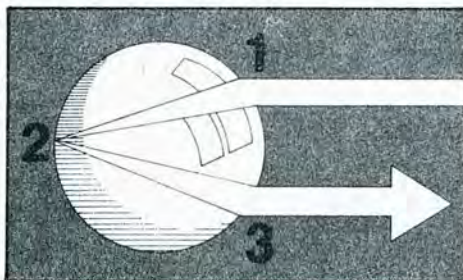
When you buy these bags you are buying time

These panniers have the "Scotchlite"® Reflective Finish treatment. Millions of built-in microspheres ready to reflect the lights of oncoming automobiles — to warn of your presence and help avoid an accident.

Because the *whole* pannier is visible, you present a more recognizable image, and motorists are able to react sooner.

"Twilight Safety Packs" and "Panniers" are made almost entirely of Early Warning® Fabric so as to be easily seen by drivers (or riders) in the light of their headlamps. Early Warning® Fabric with SCOTCHLITE® Brand reflective finish by the 3M Company and Arthur Kahn, utilizes a unique finish which consists of millions of retro-reflective microspheres. This finish does not change the look or feel of the fabric in daylight or normal lighting conditions. However, when illuminated by a light source such as car headlights, the entire fabric appears to "glow" bright silver: **300% more visible** than ordinary fabric: visible to a distance of 100 metres (330 feet).

Try it for yourself, place a flashlight in line with the eye: shine it on the fabric and you can



clearly see the retro-reflectivity. Early Warning® is the answer to increased safety for cyclists, motor cyclists, runners, pedestrians, or anyone whose recreational or job activity exposes them to the dangers of night-time vehicular traffic.

EARLY WARNING®, your life may depend on it.

How retro-reflection works: each tiny lens beams light back to its source. Even fluorescent red/orange, a typical daytime safety color, doesn't do any better than gray in providing nighttime visibility. Ordinary clothing reflects light in a scattered pattern. However, garments treated with "Scotchlite" Finish reflect a beam of light straight back to its source.

Light striking the microsphere is (1) *refracted* (bent) as it passes through the surface of the lens, is (2) *reflected* off the rear-mirrored surface, and as it passes back through the lens, is (3) *refracted* again and directed back towards the light source, oncoming motorists.



Model THB24 Front Handlebar Bag

Supplied together with a nylon coated steel frame. The zippered main compartment boasts a see-through map pocket on top plus a zippered pocket on front. The whole unit can be easily removed from its frame and used as a shoulder bag for which a strap is provided.
Weight: 325 gm
Capacity: 8 litres
Dimensions: 24cm x 19cm x 15cm.



Model THB22 front pannier set

Sold as a pair and permanently joined together for greater stability. Compartments are zippered & have slash pockets for easy stowage & maps.
Weight: 500 gms per pair
Capacity: 13 litres per pair
Dimensions: 32cm x 18cm x 11cm each.



Model THB23 rear pannier set

Large capacity twin panniers each with additional outside pocket at the rear. Panniers are designed to allow ample clearance whilst pedalling and are of generous capacity.
Weight: 1100 gms per pair
Capacity: 50 litres per pair
Dimensions: 45cm x 30cm x 16cm each.

HikerBiker Twilight Safety Panniers



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Outdoor Life Pty Ltd., 222a Pacific Highway, HORNSBY, NSW 2077

New Products and Ideas



World's First Plastic Bicycle

The world's first plastic bicycle was unveiled in Gothenburg, Sweden on the 1st September. It marks the first major change in bicycle design for over 100 years, since the penny farthing gave way to the conventional shape.

The bicycle is called *Itera*. The *Itera* is light, strong, comfortable and virtually maintenance free. It is injection moulded of glass and carbon reinforced composite plastics, materials which, because of their combination of lightness and strength, have opened up new possibilities in, for example, the aerospace industry. The bicycle represents the biggest single investment ever made in such a complex product made of plastic and intended for the open market.

Organisations closely involved with the project include Volvo car company, the plastics division of the Bayer chemical concern, SKF, Krauss Maffie, Fichtel & Sachs, Simplex, Weinmann and the Chalmers Institute of Technology.

The *Itera* bicycle will be marketed at a competitive price in knock-down form and is easily and quickly assembled with the simple tools provided, either by the end-purchaser or retailer. It is of unisex design and will be available in touring or sports versions in a choice of colours. Single, three, five, six, ten and twelve gear models will be available and a completely

automatic continuous gearing system is being considered.

The machine abounds with innovations. For example, a central lockings system is standard. And batteries for the 6 volt lighting system are inside the frame, as is the wiring.

The owner has the choice of standard batteries, rechargeable batteries from the mains or batteries recharged by a wheel acting as a friction-free dynamo.

Accessories available include various panniers and boxes to accommodate anything from sandwiches to fishing rods and golf clubs. You can also have a rain cape which reels back into a container behind the saddle when not in use, like a venetian blind.

Initial production is at a specially built works at Vilhelmina, Sweden. Further sets of tools are being completed for licensed manufacturers in other countries.

Great emphasis has been put on safety and the bicycle satisfies all existing or projected standards. For example unlike ordinary machines, the *Itera* does not have parts, such as handlebars, which can work loose; they lock tight. Surfaces are flat or rounded to reduce risk of injury and great care has been taken with the braking system. Wheels, frame and the front wheel fork have been proved in laboratory tests to be far stronger than the components in an ordinary bicycle.

The *Itera* bicycle was conceived by Lars Samuelsson and Jan Olsson, two young men from Gothenburg then employed on the development side of Volvo. It began as a theoretical exercise arising out of a study on a plastic bodied minicar. The designers went back, shedding all preconceptions, to the basic idea of a "pedal driven two-wheeled means of transport". The result was the first bicycle to be designed from scratch using technology now available. Hitherto bicycle improvements have not been radical, and have mainly consisted of successive improvements (of varying importance) to component parts.

Volvo gave the project support and encouragement and have made available their testing and other facilities throughout the development period.



Bicycle Computer

For a while now advertisements have been appearing in American magazines for electronic odometers/speedos with digital read out. Yet the Japanese have remained aloof from all this. Now they are moving into the bicycle electronic speedo market with a compact and very practical cycle computer. The Cat Eye Cyclo Computer has multiple functions and five-character digital liquid crystal display. *Freewheeling* is currently testing one of these instruments and a test report will be featured in a future issue. The electronic meter contains a micro-processor which calculates average speeds and stores certain types of data. An odometer function records elapsed distance from when the batteries are installed. Elapsed distance and time as well as speed are indicated and a scan function produces a readout

of each of these functions at four-second intervals. The device is run by a magnetic sensor which is fitted to the wheel and produces no drag. Average speeds and maximum speeds are also indicated and the operation of these can be started stopped or reset.



New Cyclone Range

Not to be left behind or outdone, rival company Maeda has released its new Suntour Cyclone mark II series. The Cyclone range already performs so well technically it is hard to see how Suntour could improve on the design. The overall shape and appearance have been cleaned up and some aerodynamic characteristics have been added. The biggest improvement comes with the shifting levers which feature a Syncro-shift mechanism. This device automatically moves the front derailleur to clear the front gear cage and compensate for rear shifting movement.



Systems Touring

A giant Japanese components manufacturer has finally made a welcomed re-entry into the touring market with its Deore

Number

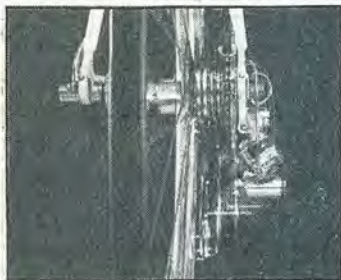
1

in a Series

The New SunTour B/L Series

Features

SunTour front and rear derailleurs feature a unique slant parallelogram mechanism which enables the pulley to shift diagonally at the same angle as the freewheel sprockets during gear changes. The uniform clearance thus retain-

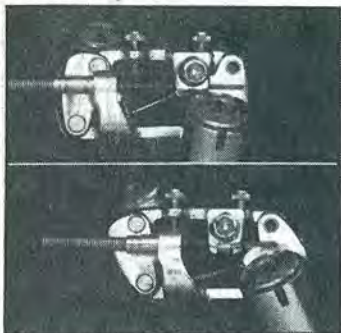


ed between the pulleys and the sprockets assures more stable driving and easier shifting, making SunTour derailleurs unbeatable by any competing model. This revolutionary mechanism is patented in Japan, U.S.A. and Europe.

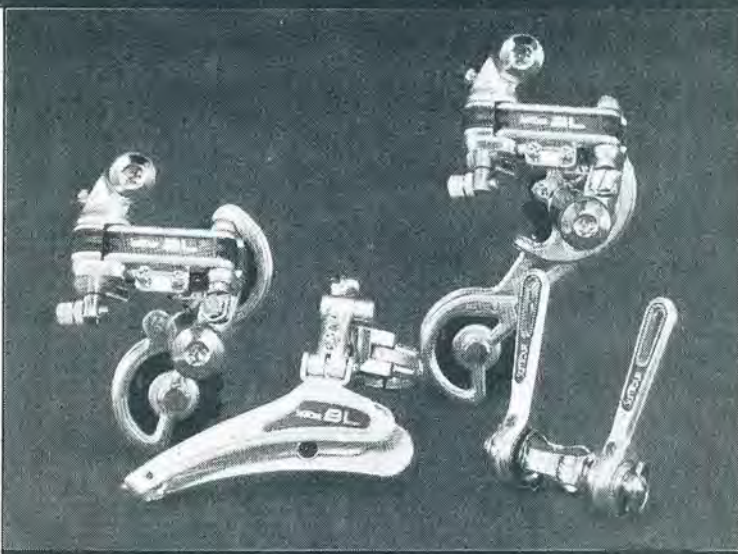
A special feature of the touring derailleur allows you to remove the chain from the derailleur cage without taking apart a chain link. Rearwheel removal is also simplified.



The inner cable remains straight regardless of the movement of the shifter body. Less friction on the cable results in less cable fraying and faster shifting.



Above: When chain is on the smallest gear. Below: When chain is on the largest gear.



The SunTour B/L Series consists of six components: control lever with clamp; control lever without clamp; front derailleur; and three rear derailleurs: one for competition gearing, one for recreational gearing and one for touring gearing.

The design concept is based on simplicity and function. Many of the features of SunTour's Superbe Pro components have been incorporated into the B/L Series; and special attention has been paid to ease of maintenance, durability and appearance.

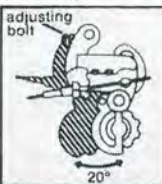
Those of us who really get turned on by bicycles sometimes get so wrapped up in the elegance of a craftsman's touch or the engineer's theoretical solution, that we lose sight of the fundamental purpose of the bike.

The bike is a tool . . . a means to an end. Its fundamental purpose is to extend the range and speed which man can travel under his own power.

Man and rider are an ergonomic system; and it is vital to this system that the mechanical components which support it work in complete harmony with the realities of the human component's needs and behaviour.

The B/L Series of bicycle components is just one of SunTour's approaches to making your bike a better tool.

The angle adjusting bolt enables perfect installation of the derailleur onto any type of rear dropout.



The tension of the spring which takes up chain slack can be easily adjusted by removing the derailleur cage and

repositioning its spring tension axle in relation to the spring tab. SunTour derailleur springs are wound on square section material because this provides more stable tension and greater strength for the amount of space used.



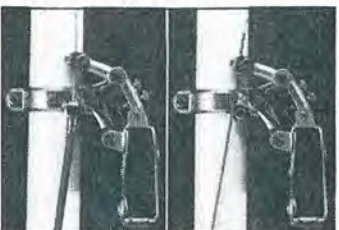
Stainless steel is used for the derailleur pivot pins because it is non-corroding, non-distorting and can be polished to a low-friction surface finish. SunTour precision polishes the stainless steel pivot pins to 1/100mm tolerance to eliminate any play in the slant parallelogram system.



The pulley is that part of the derailleur which works the hardest. SunTour pulleys are made of delrin resin, a smooth, light, tough material which is self-lubricating and resists abrasion. They ride on special self-lubricated metal brushing which are covered with dust seals. The system requires no oil or grease to function efficiently.

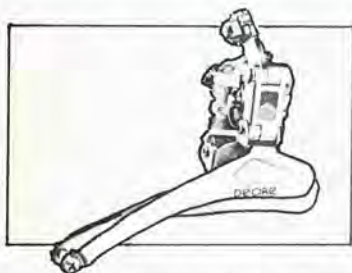


The drawbridge system is a unique idea on the front derailleur cage which enables you to remove the chain from the derailleur by unscrewing one allen bolt. By eliminating the use of a chain roller, a small cage with large gear capacity is possible.



Two-way cable setting allows both cable with outer housing and strip cable to be used by attaching or detaching the cable stopper.

New Products and Ideas



range of components. Shimano once again set about its product marketing with a systems approach. Available in the Deore system are pedals derailleur sets and a new crank arm and chain-ring assembly. Surprisingly the crank arm assembly is interchangeable with the TA or Stronglight type 49D arm and the large chain ring is also. However the inner rings have different bolt hole centres so you use either the TA or Shimano rings but not both. The crank arm has the large pedal spindle thread diameter interchangeable with only Shimano AG pedals. The derailleurs are well engineered and feature the Centeron silent shifting action. The front derailleur has probably the largest capacity of all the front changers made by the company.



New Rack Design

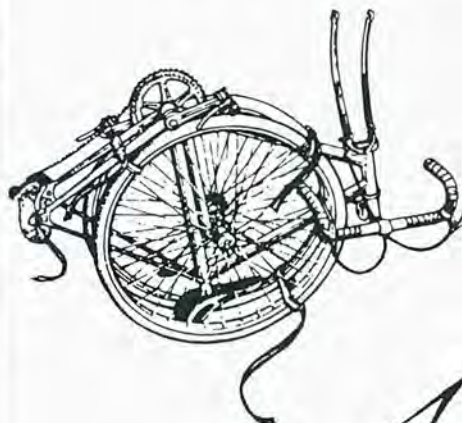
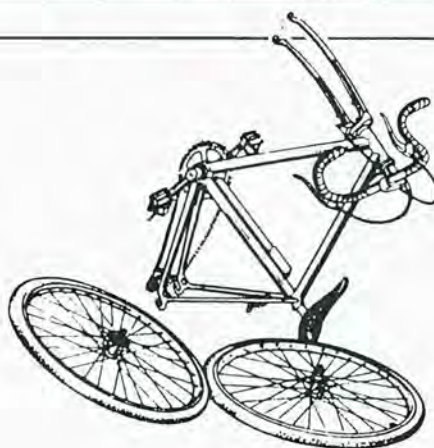
In many countries such as Japan and France pannier designers favour lower mounting positions. Generally rack design in this country prohibits this. Jim Blackburn Designs USA have released a low mounting front rack assembly. Similar in strength and material to their existing designs the rack will mount front panniers as close as possible to the centre of gravity at the front wheel axle. Separately mounting front panniers and not the throw over type however must be used. Available only in front mounting.



Reflective Panniers

Panniers manufactured in the reflective early warning fabric are now available under the Hiker Biker brand name. Hiker Biker has also released a version of their successful Cyclist back pack also in the new fabric. The heavy duty nylon is coated with a special substance which produces an eerie effect if viewed in a semi-dark situation. This type of reflective coating is very directional and is best viewed from behind

the light source. The panniers are made in standard front and rear designs and as well there is a stuff sac made. The rear bags offer a number of design improvements such as stronger clips for rack mounting, draw-string closure with cord lock and enclosed stiffener.

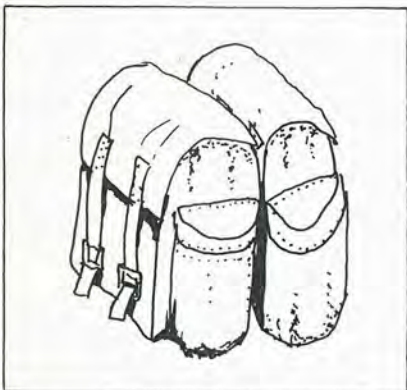
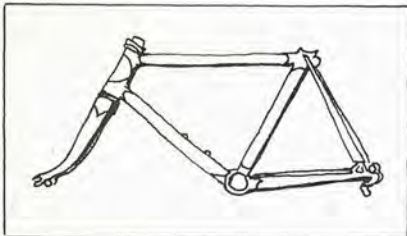
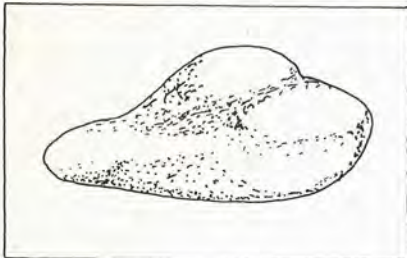
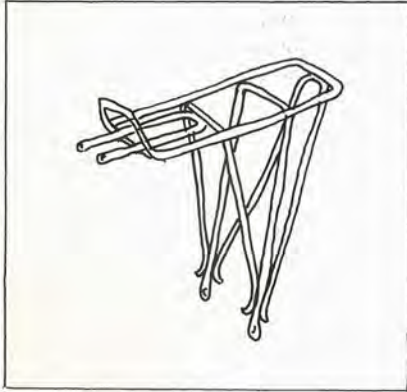


Potential overseas bicycle travellers wishing to take their bicycles with them on the plane can now purchase a sturdy and attractive nylon bag which converts their bicycle into a piece of functional baggage.

The bag is made in Japan and is marked under the Ostrich brand. Both wheels are removed and strapped to the frame bracing and protecting it from injury. There is no need to remove the pedals or turn the handlebars with this configuration thus eliminating the need for partial disassembly. The bag also comes with a strong padded shoulder strap for ease of carrying.



INNER CITY CYCLES MAIL ORDER CATALOGUE



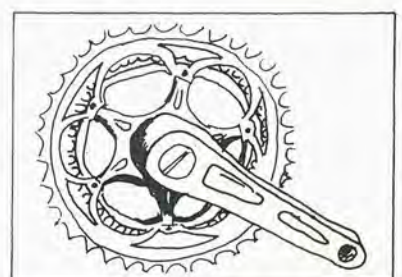
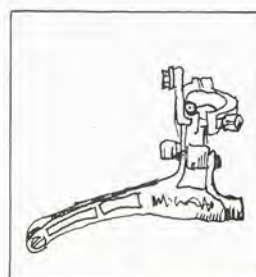
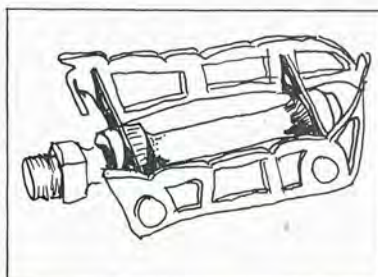
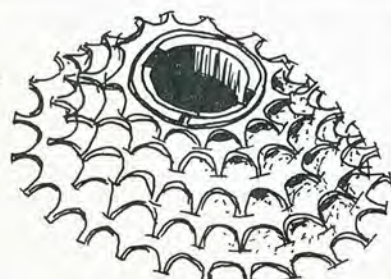
Inner City Cycles is a bike shop devoted to utilitarian and touring cycling. We concentrate on components that make the bike better suited to sustained enjoyable riding — such as quality saddles, wide range gearing, secure luggage racks, panniers and light weight camping accessories. As a service to the neglected serious cyclists outside the major metropolitan regions we have produced a mail order catalogue . . . a full range of quality parts is now available to the rural/isolated cyclist . . . Zeus, Huret, SunTour, Shimano, Sugino, Weinmann, Stronglite etc.

Frames are the backbone of good bicycles. ICC stock both standard production and custom built bicycles. Our stock frames are constructed of Ishawata double butted tubing in a limited production design to a touring design. We also act as agents for several top Australian frame-builders capable of crafting frames to your requirements, as well as frame repairers and spray painters.

Loading a bicycle can make the bicycle dangerous to handle and decelerate unless the weight is carried in well attached panniers on strong racks. ICC stocks Karrimor, Tika, Bellwether, Alp Sports and Hiker Biker panniers to give a comprehensive range of choice for your touring style. We carry properly engineered steel and alloy (Blackburn) racks. Pannier hire and repairs are provided.

A copy of the catalogue is available for 95c including postage. Phone enquiries and full bike orders are welcome.

Inner City Cycles
29 Glebe Point Road,
Glebe 2037 (02) 660 6605.



Historical Accuracy

An Australian friend of mine has sent me a copy of *Travelling While Sitting Down*, an article by Sally Matthews which appeared in your first issue. He suggested that for the sake of your readers I might make some comments on what your readers have been told. So, just in case you are interested, here are those comments on the points that strike me.

1. Who are the bicycle historians who believe an 1666 wheel seen by John Evelyn was "the first fore-runner to the bicycle"? I have never met one of them, or read an account by any reputable cycling historian that he believed any such thing.

2. The myth of de Sivrac has been so completely exploded so long ago that it is depressing to find someone raking it up again. In any case, the myth did not refer to 1766. There was no Sivrac who designed an unsteerable bicycle (which incidentally is unrideable - the Americans have tested it). The celerifere, commonly and mistakenly attributed to de Sivrac for so long, was a horse-drawn coach.

3. Karl von Drais' machine was the velocipede; it was lauffmaschine (I will not vouch for that spelling) in Germany and velocipede in France, where it was patented in 1818.

4. According to the French, who carried out a thorough investigation into the matter, the pedal-driven velocipede was the brainchild of Pierre Michaux, in 1861; there is a monument to him. Lallement may have copied Michaux; he originated nothing, despite his 1866 patent in the USA.

5. The penny-farthing was not born when the front wheel grew. The word penny-farthing was never used until the 1890s, when it was a term of abuse. Similarly Grand Old Ordinary was unknown until the high bicycle was obsolescent, when "GOO" became used with nostalgic affection.

6. The woman bicyclist illustrated is more likely to be from the middle 1880s than from the 1890s.

7. The British parliament did not pass a bill (or an act) in 1888 to concede that the bicycle was a carriage. Judges' interpretation in 1879 of the Highway Act of 1836, and the Highway Amendment Act of 1878, established the bicycle as a carriage in its own right.

8. The statement that a bicycle was a

carriage provided that it carried a continuously-ringing bell is ludicrous.

I am not sure what your contributor selected from each book listed. I know only two of them; their history is often "history".

Derek Roberts
Surry Endland

Write On

Historical Bicycle Photographs.



Above: Charles Barker sent us this photograph taken in 1927 when he was 19 and about to commence a bicycle journey from Sydney to Canberra and back home again. He travelled via Bathurst and Blaney where he was forced to spend two days in hospital recovering from an injury because of sloppy fastening of the swag roll across his front wheel. He eventually continued on to Canberra and returned via Goulburn. His comment was that it was a good cheap way to see the country.

For sending us his photograph Charles Barker will receive a free four issue subscription to the magazine. If you have early bicycling photographs which may be suitable for publication in *Freewheeling* send them in with a suggested caption and stamped addressed envelope for return mail. If your photo is published we will send you a four issue subscription in return.

Last Say On Helmets

I have read with interest the article in the 10th issue of *Freewheeling* about the safety and comfort of a number of cycle, ice hockey, and general purpose helmets.

The article totally ignored the miner's (cume caving, rock climbing) safety helmet. These helmets are made to withstand the shock of an object falling upon the helmet or the owner falling onto their head, this is about the same sort of safety that a specialist cycling helmet provides. In fact the miner's helmet provides more safety by not having ventilation holes which would permit protrusions to pierce through the helmet unheeded, and the lack of holes in the design will mean that the structure will be stronger. The design of the helmet is about as aerodynamic as any other cycling helmet, but, since no ventilation holes exist, the wearer will perspire. The cost is \$7.50, compared with \$40 for a Guardian and \$50-60 for a Bell helmet (December 1981 prices).

The last point in the article should be stressed even more so, that when a helmet is involved in a fall or an accident, it should be disposed of immediately so that someone else can't use it. It is this point which makes cost such a significant factor, after all, who wants to pay about \$50 everytime they have a fall or drop a helmet, but, if the cost of replacing the helmet is \$7.50 the person is more inclined to buy a new helmet instead of risking an accident in a helmet which may have hair-line fractures in the plastic, which will shatter and break up at the next accident.

Roman Lichacz

Tour Inquiry

I enjoy reading your magazine. I am getting a lot of info from them.

I've been getting ready for a bike trip to Catherine Hill Bay near Swansea.

I am a member of the YHA, and have stayed at the Youth Hostel there with my parents.

I live at Gunnedah 74 km South West of Tamworth and am wondering if any readers would know the best way of getting from there to Catherine Hill Bay. If so could they please let me know, or if any cyclists were passing through they are welcome to drop in for a cup of tea.

Ken Hocking
Gunnedah NSW

Write On

Cyclist Accommodation

In issue 13 of *Freewheeling*, E. Douglas Snare, warden of Launceston YH, asks me why I have organised a Cyclists' Accommodation Directory. From the tone of his letter however, I think he is asking me to justify it.

I, in turn, ask him "why not"? to the Directory. Youth hostels are just one of several forms of accommodation for travellers. There are camp grounds, farm houses, hotels, motels. Some organisations offer travellers host homes, Servas and Globetrotters among them. I do not hear "why"? being asked of these groups. Surely, various styles of accommodation do not restrict or negate each other, but allow for broader choice and experience for the traveller.

During my cycling tours, I have used all the above forms of accommodation. I have used more besides, either by choice or of necessity. I have slept on park benches, in open fields and in road-side rest areas. In Mexico, I often slept in the back-yard of a small cafe, because I was still in the middle of the desert or there was no other accommodation nearby. A town in New Zealand could not serve me so much as a cup of tea because the water supply had been polluted by a landslide. After cycling 20 kms up (and I mean up) the road, I camped in a reserve next to a crystal-clear waterfall. Another time in Sweden, I made camp beside a river when a youth hostel turned me away because it was full. Mind you, they did let me use the kitchen first.

I am trying to say that there is one basic difference between a cyclist and other travellers, and that is speed, or rather, lack of it. Setting out in the morning, I ask motorised travellers to look around them after they have journeyed an hour or so. Because that is as far as I will get in the day. I would not have it any other way, 100 kms at the most a day suits me fine.

Due to the speed of the bicycle, any extra choices of accommodation are welcome. It is unrealistic to think that youth hostels can be located every 100 kms to meet the needs of cyclists. Besides, youth hostels do have their red tape and restrictions. First rule of the handbook is "Restricted hours are designed to keep costs down and encourage members to be out and engaging in some activity during the day." If I have spent 5 days on the road cycling, then I do not go to a youth hostel for a day off — to wash, clean the bike, or just laze around. The Cyclists' Accommoda-

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PACKED SIZE: 42cm x 13 cm
PRICE: \$195-00

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tion Directory just might be useful in this situation.

There is only one rule in the Directory that is important, and that is advance notice must be given to the hosts. It gives them the chance to answer yes or no, depending on their circumstances at the time. They do have a choice also. The touring cyclist using the Directory has no formal rights and may have to find alternate accommodation.

The greatest pleasure of the Directory for me is the opportunity it gives to meet other cyclists, to share adventures and give or get good information about the local area. Some of this data is specifically related to cycling — road distance, condition, terrain, alternate roads. Only another cyclist can really appreciate the difficulty of that climb into town and the ecstasy of the freewheel out of it.

I admit unashamedly that I am a bicycle chauvinist. I am not interested in, nor do I have the time for, organising places to stay for all travellers. My concern is only for a small number of travellers whose style is very different, and slower, than any other. I am an individual cyclist doing what I can for the benefit and enjoyment of other cyclists.

Lastly, I am also committed to youth hostels. I am a life member of YHA. In the January '82 issue of Hostel Yarn, a letter of mine was published about the Directory. I have refused to put 2 people on the list — one because she is a warden of a youth hostel and I suggested to the other that she join the YH movement as an Associate Youth Hostel.

Rosemary Smith
Balmain NSW 2041

London Bicycle News

Perhaps this news is a little late as it dates back to June last year. But it is heartening news and should provide fuel for the fires of enthusiasm required to obtain that 'entopic cycling community'.

The Greater London Council (GLC), is to spend over two million pounds a year on making its streets safe for cyclists. This is one percent of the transport budget.

Twelve hundred cyclists who gathered to celebrate the victory, were promised by the opposition spokesperson on transport that cyclists would get a better deal from a Labor GLC.

Australian cyclists need positive commitments from the political parties. We

must apply constant pressure through political lobbying, community groups and on the roads.

Ken Quail,
O'Connor ACT

Charity Ride

During September, in the year of the disabled person (1981), a four-day sponsored cyclethon from Sydney to Canberra raised money for the Spinal Research Unit at Sydney's Royal North Shore Hospital. The ride was organised by Hawkesbury Agricultural College.

The Saturday saw a pack of 16 cyclists, one-day enthusiasts and two support vehicles waved off by Dr John Yeo, staff and officials of the hospital. A casual pedal was enjoyed to our first overnight stay at the ag college. However, the ease of the first day was well and truly blown by the second when we awoke to the roar of a ripping south-westerly that was to continue to blow Sydney apart all that day. So, need I add, the 130 km of that day took the better part of all our courage, strength and conviction, not to mention daylight hours. Unlike the locals of the Thirlmere pub, we missed most of the grand final and then had to turn tailwind and backpedal at breakneck speed down into Picton for an overnight stay at the showground,

thanks to the generosity of the caretaker.

Morning broken, puffy-eyed and with musli under our belts, we again faced a day of buffeting headwinds and a long haul via Bundanoon to Goulburn. So, after another 12-hour struggle in the saddle, what a welcome relief it was to reach Goulburn college with its hot showers, fine grub and warm beds. The next day we found was cold, chilly and wet for the final push into Canberra. But who cared about such wintrified climatic factors when the wind had dropped to a mere breeze?

So, with spirits soaring, a feeling of camaraderie all round and a little later the sun shining forth, we pedalled on to Parliament House to receive a moderate dose of press coverage, take a tour of the great white villa and toast a tumbler full of orange juice to a job well done for an ongoing cause at Royal North Shore. Our cyclists raised more than \$5 000 and contributions are still being made. Your contribution will be thankfully welcomed. So lift your hearts, and open your purses to the Spinal Research Foundation, 14th floor, 167 Margaret Street, Sydney 2000 or send direct to the Spinal Research Unit, 7th Floor, Royal North Shore Hospital 2065.

Brin Davis,
Orange 2800.

The line up at the start of the Spinal Research Ride.



Uppers and Downers

Like life itself, bicycle touring has its good and bad times

by Ainslie Talbot

Wonderful, they said, their eyes lifting to the ceiling with apparent envy. Just the ideal way to see Europe; so close to Nature, blah, blah blah . . . And of course they were correct to their reaction, at least three-quarters correct anyway. But they also forgot, or didn't realise, leaning back in their inner suburban armchairs, that long-distance cycling, travelling for weeks on end, is not just a temporal extension of three times round Sydney's Centennial Park.

Rather the very fact of spending several hours a day with or on a bicycle, having to cope with unfamiliar languages and situations, usually means quite a significant psychological as well as physical adjustment has to be made. And that adjustment is so much more acute for anyone who has previously done little genuine open road travel.

One could be forgiven for imagining that the main hurdle for the long-distance cyclist to overcome would be getting fit, tuning the body for the average daily 70 to 100 kilometres. There is no question that fitness is important, and that even for the fairly experienced tourer there is usually about a week's settling-in period in a purely physical sense. However, after recently spending about two and a half months cycling with a friend across Europe from the French coast to Prague in Czechoslovakia, and then down to Florence in Italy, I know that enjoyable cycle touring is very much more than just being superfit. In fact it is a subtle interplay of the mind and the body, (devilishly subtle) which generates the most enjoyable cycling. Indeed, it might be argued that superfit cyclists are actually in danger of alienating themselves from the main reason for being there in the first place.



Up is 30 kilometres of downhill with perfect weather and a cooked meal waiting for you at an idyllic stop-over spot.

This only became gradually clearer as Toni and I progressed across France and Germany. In fact, although both of us obviously knew how to stay on a bike (well almost), nothing else was very clear in those first few days through Brittany, and I was almost ready to give it away by the time we got to Paris after verbally and physically battling our way up the Loire valley. To put it mildly, those first fifteen days were difficult . . . But why?

On one level at least we were caught in the classic situation of two people who knew one another quite well, but who brought quite different backgrounds and experience to the relatively unusual situation of long-distance touring. Although I had not done a lot of touring, just a couple of two-week trips in New Zealand over the last four years, I had in fact used a bicycle virtually every day from childhood until the age of 20. A bicycle was as familiar to me as a knife and fork, an essential part of my life-

style in a provincial NZ city. I'd learned how to fall off it, to ride it in all sorts of pornographic and ridiculous ways, and how to utilise it with an intelligent economy of effort.

On the other hand, Toni, my friend, knew how to ride. But just knowing how to stay up on a 10-speed tourer is very different from understanding how to use that delicate machine five or six hours a day with maximum effect. And although dozens of people can give you an idea, I don't think you really find out until you've suffered (horrors!) and understood the limits of your capabilities.

Right at this point I can imagine some readers thinking I wanted to clock up 90 or 100 km a day from the word go. No, that didn't happen. To do so would have been idiocy and against all common sense. But common sense is relatively easy to come by. In fact for the first few days we were doing far less than any other touring cyclists we met in Brit-

tany, most of whom seemed to be clocking up something within the 80-110 km a day range. In that first week we considered ourselves as having done very well if we managed 50 km a day. However as I said, commonsense is relatively easy to come by . . . it's the uncommon perception which throws a ray of light on a new problem which is more difficult to obtain.

Well, what were some of the physical and perhaps more importantly psychological hassles that we struck in those first three weeks other than the simple question of "and how far have yer been today mate? . . ."

The first we encountered is that a 10-speed loaded to the gunwhales with gear (two rear panniers and a sleeping bag in Toni's case) is a frisky little animal compared to an unloaded bike used for zipping around the city. That might sound like a contradiction, but it isn't. Beware the loaded velocipede, 'tis a rude unstable thing! (particularly when you're not moving at a steady 15 km/h).

To put it bluntly, the bloody bike keeps on falling over or rearing up like a drunken stallion and wrapping its black oily chain around your carefully shaven legs (all French cyclists shave their legs . . . massage y'know).

Novice touring cyclists can usually be picked out in a crowd, even if dressed to the nines, by the tell-tale sign of oil on the hands or more usually daubing the lower calf muscles. That mightn't sound much in itself, but when it happens every day, and particularly when you're hot, tired and thirsty, it gets extremely irritating. And who gets the brunt of that irritation? No not your bike, but your travelling partner, because if you kick in the spokes it's not going to go very far. The unstable 10-speed is something that takes getting used to, which of course you do, but in a way it's instability is also a microcosm of the fact that to get along you're going to have to handle your velocipede with no small degree of skill and intelligence.

Then of course there are hills . . . terrifying hills! Hills that loom up at the end of everlasting straights, constantly challenging, perhaps made even more daunting by the knowledge that the person you're cycling with seems to be able to cope with long hills with far less trauma. It can take the first-time touring cyclist perhaps two or three weeks to cope with hills adequately.

And by adequately I don't mean just in a physical sense, but also knowing that he or she can actually get up them without a struggle, that they aren't in some vague indefinable way going to break you. Because that's the way it can develop, it seems. Hill climbing can easily become an unprofitable *battle*, a psychological and physical battle between you and gravity.



Down is 30 kilometres of uphill against a head wind in torrential rain to get to a warm bed and shower.

For us, it eventually became clear that the most important thing was to learn how to pace yourself. If you're riding four to six hours a day it's mentally retarded to treat every hill as though it has to be climbed in the minimum time. The trick is to pace yourself, to find your natural rhythm. I repeat those words because many people starting out cycling or planning an extended tour might *think* they know what they mean, but until they've actually been on a hill for even two hours (and that happens in Europe), it's very difficult to comprehend what pacing yourself really does mean. For both of us it eventually came down to not letting the mind, the will, or whatever psychological term you like to call it, destroy the body's ability to get up a hill *comfortably*.

The competitive Anglo-Saxon mind is a terrible thing at times. A stupidly inappropriate thing. It drives the body too hard and too fast. Our obsession with speed and time, and our conditioning by those tin coffins called cars, only serve to destroy the enjoyment of long-distance cycling if we don't take time to think about what we're doing.

So the secret is to find your natural relaxed rhythm on the hills. A rhythm that you know and feel will get you to the top of this one comfortably and the

next and the next . . . Also it implies an acceptance that if the hill gets too steep, or too long, or the day is too hot and you've racked yourself down to the lowest of the low gears, that you can still get off the bloody bike and *walk* for god's sake (good for the knees, that, too). It just never ceases to amaze me that some cyclists seem to believe that getting off on a hill is some kind of apostasy.

Of course we also discovered that that degree of relaxation about hill climbing means the ability to use gears intelligently and effectively. That implies firstly the assessment of a hill before you get onto it, working out whether or not you will have to shift from the large to the small front chainwheel. In the early days both of us were staying on the large chainwheel for far too long. We were losing our natural rhythms because somehow or other we thought it was better to hang in there on the higher ratios of the large chainwheel. Idiocy! Don't be frightened to change down (but at the right point too)!

So it seemed to be important to maintain a smooth rhythm and succession of changes; to have decided by the time we had moved down to eighth gear whether we should shift over to the small chainwheel or not because of our rear cluster

it was third gear which gave the smoothest transition to the lower hill-climbing ratios of the small chainwheel. Ironically the further we progressed over those ten weeks and the fitter we became, the more often we would use the full range of our gears.

The other point which I briefly mentioned with gear changing, other than hanging on too long in high ratios, is to perfect the change down, to get the changes as smooth as possible and at the right point. That only comes with practice, but is an essential part of learning to cope with those long winding hills which actually do exist in parts of Europe.

One of the other things that can cause difficulty and friction is the weather. People's attitudes to the weather differ remarkably. But more important than that, living in the city, in air-conditioned environments is a very different thing from being exposed to the elements on a cycling tour and camping out every night. One of the natural reactions of city people is to complain about the weather or the temperature. It's either too hot, too windy or too cold. They're always trying to get back to some ideal. But outside, cycling, there is none of that. There is no handy thermostat which can control the world and blast warm air around your knees when you feel a bit



PRIME HE

BELL

chilly. The cool uncrumpled look is impossible when you get too hot, and sometimes you can get a bit cold and wet (although I'm no fan of cycling in the rain just for the hell of it).

In a word the weather just isn't nice. Being nice is being inoffensive and fortunately the weather doesn't abide by these rules. This might seem like banal common sense, but on one level it is. But people can find it very difficult to accept that at times they're going to feel a bit uncomfortable on the open road. However, if they can learn to accept that although there are huge black clouds rolling over the distant hills they're not going to die, then they can learn to enjoy and appreciate the different weather conditions, the changes in atmosphere. It's developing that sort of skill and remembering that cycling is not just another TV experience . . . and that sometimes it even hurts!

Which brings me to my favourite subject. Pain (just love that pain man . . .), pain and suffering. What a delightful ring these simple words have. The Agony and the Ecstasy. Contrast the highs and the lows, the ineffable quality of living, the antithesis of the bland boring nothingness of the 9-5 routine, shimmering like a plastic roadhouse hamburger in the Nullabor distance. The air-conditioned

daymare! (Never trusted air conditioning ever since it was suspected that Mal might be suffering from Legionnaires disease.) Enough . . .!

Of course, you don't really have to mention this to your friends when you invite them on their first 3000 km odyssey (and despite all I've said above) it is certainly there, lurking round the next bend like a desperate thirst for a strong cafe au lait and croissant at 11 in the morning after a sleepless, mosquito-infested night. What nuances and memories of agony!

But wait . . .! These's always the ride afterwards. Down sunlit-dappled roads, Van Gogh wheatfields and swirling crows stretching out on the right and left from the lines of Napoleonic plane trees as far as the eye can see, with a slight tail wind to waft you on your way. Oh benevolent zephyr! Merveilleur! Ripper . . .! (actually are we still on a bicycle at this juncture? Yes they cry . . .!) Those days are real too, there are many of them, and they're so much tastier after the more difficult times.

However the painful bits are certainly there, something you can't avoid when you spend 70 or 80 days on the road, moving almost continuously. It's learning to cope, which is part of the journey. I'm not suggesting that it necessarily makes

anyone better, but I am sure it gives people who have never done that sort of thing before, and who have lived all their lives in a pretty protected and insulated environment a greater confidence. Knowing that despite their other failures or inadequacies they've done this thing, that they've coped, experienced, got fitter and survived.

Hopefully, it also teaches people something about how not to let their emotions take over at those times when it's totally unproductive and possibly even downright dangerous. For instance, in heavy European traffic . . . and that is really heavy. However, I am not advocating a permanently stiff upper and lower lip. Far from it. Equally there are times on a long bike tour, as elsewhere, when an emotional response is totally appropriate and more relevant than some kind of rational stoicism. The trick is to know when and how to respond, what is appropriate and what is not. And when that is understood then a long-distance tour is so much more than either pedal pushing or freewheeling . . . it's an exploration of your self and your world.

If anybody wants any more basic help, like how many handkerchiefs to take on such a European jaunt, etc, etc, they could give me a ring on Sydney (02) 82 4379.



Touring with Kylie

by Margaret George.

The International Year of the Disabled Person jingle rings out above the whirr of the wheels as a child's voice trembles:

"I don't look quite the same, and yet

I love and laugh and live, and try day after day . . ."

My mind spins back six years to a mother hugging her struggling wailing 2-year-old child as the doctor issues the diagnosis.

"I have my role to play, I may be slow to understand, I may not stand as tall . . ."

A smiling voice breaks the reverie and I muse again with joy on the sturdy, tanned child that was once a tiny patient labelled "epileptic, retarded, co-ordination disorder".

"We've got to break down the barriers," the chorus rings out and I know that we've been fortunate, Kylie and I — for Kylie has been able to cycle through that barrier to freedom as a self-confident, independent, happy child.

Most experts in treatment of brain-injured children have one point of agree-

ment — therapy must involve exercise and movement and self-propulsion is important. I have not yet read of one who would suggest cycling as a major component of successful therapy, but for Kylie it was and it worked!

A fixed-wheel pavement cycle first pushed by Mum, with tiny feet securely fastened to the pedals, forcing unruly legs to produce motion. This was the beginning. Shortly, no pushing was needed — Kylie was away on her own. Training wheels were raised gradually and then removed one by one as confidence and balance were acquired.

Every day, regardless of weather, Kylie pedalled around the house — inside and out and each evening around the outskirts of the small country town (about 3 km) with Mum.

Seizures (sudden loss of consciousness due to epilepsy) posed a problem. A helmet removed some of the danger, as did some maternal acrobatics. At the first sign of head lolling, Mum would scoop the small cyclist from the bike while stepping off her own — both cycles crashing to the roadway. (Attempting this feat is only recommended when riding a sturdy, low-slung machine.)

There were other exercises, diet and medication, of course and time passed swiftly with Kylie daily growing emotionally, mentally and co-ordination-wise in a far more ordered fashion.

By age four, Kylie was an alert, competent little cyclist and, the greatest



stride of all, had learned to recognise the "aura" (internal feelings of oddness) that preceded a seizure. When this occurred, she would immediately leap from the bike and lie on the ground – jumping up and cycling on once the seizure had passed.

Intellectually, Kylie's development was retarded but she could ride safely on the road with an adult in attendance, thanks to a careful training program of instant obedience to commands. (Not being overbright was probably an advantage as Kylie tended to obey rather than argue the rationale as most of her peers would have done.) On the road, an adult would ride just behind and slightly to the right, issuing directions as needed.

As we do not own a car and are on a low income, cycling has always had a recreational as well as utilitarian aspect. Also, as many people with epilepsy are not permitted to hold a driver's licence, I felt that it was very important for Kylie to accept the responsibility early for her own transport, rather than relying on the motorised variety. Now at eight years of age, Kylie has an independent attitude to travel, cycling or walking to wherever she wants to go – undeterred by distance or lack of public transport.

At 4½ years, Kylie undertook her first partially independent cycling tour. Previously she had travelled all the way in a baby seat, but this time she was to ride some of the way under her own pedalling power.

Kylie's bike at this time was a tiny Italian cycle having 12" wheels, downturned handlebars and a single-speed free-wheel. The gearing was about 26". It was a light machine and just the right size for Kylie who was only about the size of the average child of 2½ years.

We spent two weeks pedalling slowly through beautiful countryside in glorious weather. Kylie wore a "happy face" even when very tired, and positively glowed with the joy of achievement. For part of each day she would cycle, but when weary would climb aboard the baby seat and the tiny bicycle would be strapped on behind the seat.

Years passed and Kylie grew older and taller and we went on as many tours as time allowed, some of only a few days, others of several weeks. By age six, Kylie was totally independent of the baby seat and also able to carry all her own clothing, sleeping bag, toys etc on the rear rack with always a teddy bear strapped firmly on the handlebars viewing the scenery sagely.

Touring bicycles for very small children are just not produced commercially, so in order to build the tourers that Kylie has needed over the past four years (as she has grown) has entailed much flossicking in unlikely places and do-it-yourself reconditioning.

The most obvious bike available is of course the dragster style. However, if you have ever tried to ride one of these for any distance or have experienced a downhill ride on one, you will agree that they are a totally tiring and unsafe frame design for touring. The one that is required is a frame that most nearly approximates the conventional frame design of the adult bicycle.

The following is a list of some bikes and modifications I've found suitable in building touring bikes for Kylie and other small children.

1. BMX style with 16" wheel. The 16 x 2.125 rims can be replaced by 16 x 1.75 rims and a three-speed hub fitted. Small children tend to find the Shimano gear change lever less difficult to manage than the Sturmey-Archer one (it will fit either set of gears). Alloy handbrakes seem to be less stiff to operate and thus safer for small children than steel ones. Suits children 3-5 years.
2. Peugeot Grand Lion. This bike has not been sold for three or four years, but second-hand ones may be around. The wheels are 18 x 1 3/8 and it is as well to carry spare tubes if touring as they are not universally available. The rear hub may be replaced with a three-speed hub. It is already fitted with brakes. Suits children 4-7 years.

3. Raleigh Commando. This bike has been off the market for sometime but was popular and may frequently be found in the second-hand bikes column of a paper. Tyres and tubes are hard to get for the standard wheels (18 x 1.75 x 2) and the wheels are also very heavy. The rear hub is a three-speed Sturmey-Archer. Replace the twist-grip changer with Shimano cable and lever; replace rims with 16 x 1 3/8 rims and you will find that it is a quick little machine. The 16" rims align exactly with the brakes, too. Suits children 5-8 years.

4. Raleigh Candy (girls' frame) and Spider (boys' frame). Both of these were imported in limited quantity only, after production ceased three years ago. They are replicas of adult machines and take 20 x 1 3/8 wheels. They came standard with a single-speed clutch. A derailleur gear system may be fitted (provided the cluster is suitable for 1/8" chain) if you consider the child old enough to cope with the fine discriminations required, otherwise a three-speed hub may be easily installed in the standard rim. Also, bikes of this size were made in Australia some years ago, and you may be fortunate enough to find the odd frame in a dealer's back room. Suits children 6-9 years.

TOUR WITH Sugino



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Around the Country



1982 Ride For Wilderness

January the 8th-22nd saw 120 cyclists tour Tasmania for the 1982 Ride for Wilderness. Leaving Hobart and travelling up the East Coast the local response was enthusiastic as the cyclists held rallies, meetings, film nights and discussions. For instance, 60 locals jam-packed the Swansea Bingo Hall to hear our side of the argument on the Franklin issue.

As we approached the north of the State the atmosphere got progressively more electric with odd taunts of *Greenies* (conservationist!) from some motorists and the local lads hassling us at Exeter. Passing down the West Coast violence failed to flare as it did last year at Tullah. Perhaps this was due to the deterrent of a police escort through this section. Apart from a few cuts and bruises, and the one incident of a madman on a trail-bike running over a camper's tent the whole operation went smoothly and was well co-ordinated.

Need I say anything of the excellent cuisine and communal tucker indulged in; or the feeling of camaraderie within the group. Such was the strength of friendship that many individuals will be back for next year's ride. And let that not deter any ardent cyclist of independent stature that feels the average 70 kilometers per day is insufficient for him or her. For, apart from re-grouping in major centres for a showing of solidarity, there was and is plenty of scope for fitter

cyclists to take longer and more scenic diversions. For example, about twenty cyclists tackled the Scottsdale and Mad Irishman at Weldborough Pass and pub rather than the lowland Esk River Highway. There were also bush-walks in the Coles Bay, Freycinet, and Wild Rivers National Parks. For the more weary and/or gregarious there was music, massage and munchies by the firesides of some of the excellent camping areas. Notable campsites, worth a mention, were Saltworks Road on a coastal beach near Little Swanport; the Apsley River near Bicheno; a church hall near Scottsdale and the private property of a wilderness supporter near Henrietta.

While feeling praiseworthy one must raise their waterbottles to the support crew, for apart from us sharing the camp chores they never seemed to stop packing or unpacking cycles, food, spares or info from the support vehicles. So if you want an easy tour of Tassie next summer come on this ride for we'll even carry your rear panniers (well perhaps that's going a bit too far!). Incidentally the support vehicle came across the Central Highlands for those twenty die-hards who peddled to the Longford Folk Festival on Australia Day weekend.

The Grand Finale of the ride was our arrival at Strahan for the South-West Festival organised to focus attention on the region described as the 'Gateway to the Wilderness'. Hundreds of people descended upon the tiny town to witness the Australian Li-Lo Champion-

ships, see excellent wilderness films and the Olegas Trchanas Slide Show, frolic at a bush dance, and generally whoop it up.

There were people from the U.S. and Europe, a reporter from Helsinki and Caroline Paterson of the National Geographic doing a feature for a magazine with a world-wide readership of 44 million. Add this together with the recent referendum informal vote of 44.89% and surveys indicating that 75,000 people visit Tasmania annually to visit the South-West adding at least \$8 million to income from tourism; it's a wonder that our local politicians (in the face of the Government intention, announced on January 29th to dam the Franklin) can't see the potential of preserving one of the world's last temperate rainforest areas.

Brin Davis

BIKE PLAN - STAGE 2

Transport Minister, Robert Macellan, today launched the second stage of the Melbourne Bike Plan - a comprehensive blueprint for a large section of the metropolitan area.

Mr Macellan said "Victoria has forged ahead in the field of planning for cyclists' needs, following government approval for the Geelong Bike Plan in 1977. The Geelong Project has been responsible for what has become known as the '4 E'S' of cycling - Engineering, Education, Enforcement and Encouragement. Every street in Geelong was a cycle street, or a thoroughfare likely to be used by bicycle riders. Instead of adopting plans to divert cyclists away from some roads, it was decided that it would be far better planning to recognise hazards for cyclists in every street and proceed to eradicate them".

The Minister added that the same principles had been used for Stage 1 of the Melbourne Bike Plan and also feature largely in the recommendations for the 2nd stage.

The Minister was speaking at a Melbourne news conference where summary reports and bicycle route maps, prepared by the State Bicycle Committee, were on display for inspection and discussion.

Summary reports have been forwarded to municipalities and cycling organisations and the State Bicycle Committee will receive public comments on the Melbourne Bike Plan Stage 2 Report, until the 16th April, 1982. The submissions should be forwarded to the Secretary, State Bicycle Committee, Ministry of Transport, 35 Spring Street, Melbourne.

EAST COAST CYCLE TOUR

The tour will be the largest cycling race event ever promoted in the Southern Hemisphere and following its inclusion on the World Calendar, the first time an Australian event has been regarded worthy enough by Union Cyclist International, the success of the race has been virtually guaranteed.

The tour is scheduled to start on Monday 11th October, 1982 from Brisbane and will conclude in Sydney on Sunday 17th October, 1982.

Several of the World's leading officials and Australian National Commissaries have already accepted positions to administer the tour and will ensure that the event will meet the stringent requirements of an International event.

The forty eight cyclists who qualify for the race will be the finest road cyclists in the World. Apart from the four leading Commonwealth Games countries, Australia, England, New Zealand and Canada; Japan, Tahiti, New Caledonia and United States have already confirmed their intentions of competing while Italy and France seem certain to accept their invitations within a few weeks.

The race will be formulated on the same principle as the famous Tour de France. There will be twelve teams of

four cyclists and each team will have a minor sponsor.

The tour will be divided into 18 stages which will vary from a short 9 kilometre time trial on the first stage, up to 119 kilometre Mass start stage. To determine the leader of the race stage times are tallied (similar to a car rally) and the cyclists who has covered the distance in the least amount of time is declared the leader.

At the start of each stage, riders are regrouped and depart as one body with the aim of winning the stage by the largest possible margin in a bid to gain line honours and subsequent time bonuses.

As the race progresses and the lead changes, speculation and interest grows as to whether the present leader can maintain his position to the finish. The closer the race approaches Sydney the more the interest grows with an overwhelming climax centering around the final stage which will finish at a prime Sydney location.

Below: The gathering of Australia's cycling clans took place in Melbourne last November. The occasion was the annual meeting of the Bicycle Federation of Australia, a collection of all the Bicycle Institutes and Pedal Power groups. The meeting represented bicycle users from NSW, Victoria, West Australia, South Australia and the Australian Capital Territory.



BIV GETS STATE GOVERNMENT TO IMPROVE THE DESIGN OF BICYCLE SIGNS

The BIV protested strongly about the absence of words on bicycle signs proposed by ROSTA and the Geelong Bike-plan. The main point was that words were needed as well as symbols to make the signs clearer and more explicit, for children. About 80% of cyclists are children and the young ones are often confused by signs. Words are required to make them more self-explanatory.

New signs have now been designed that use words and are similar to those in use in NSW. On the 15th December the Victorian Road Traffic Regulations were changed and the new bicycle signs (top row only) became legally binding in Victoria from January 1st, 1982. These signs are much more understandable than the previous one's.

The use of the same signs for bike lane's as separate bike paths is an excellent idea and use of the word "ONLY" should indicate to pedestrians using bicycle paths and motorists using bike lanes that they should not be on the path or bike lane.

The sign indicating 'bicycles are prohibited' needs a supplementary plate to indicate, whether riding and walking the bicycle is prohibited such as on an access road to freeway or that the cyclist must walk his bicycle such as in a pedestrian mall. This sign may be clear to adult cyclists but is still unclear for children.

World Bike Ride

In early March 1982 a group of cyclists left Canberra on a 6,000 km trek to Darwin, travelling up the coast between Sydney and Townsville. This is the first leg of the World Bike Ride for a Nuclear Free Future, which will then carry a group of twenty or more people to Japan. They will join in the remembrance ceremony at Hiroshima on August 6th, 1982. After making representations to the Japanese Government, the riders will travel to Moscow on the Trans-Siberian Railway where they will deliver a message from the people of Australia for peace, disarmament, and a nuclear free future. From there we ride on to Europe, travelling on bicycles as ambassadors carrying the hopes of many Australians for a world in peace, with the great ideals of democracy and freedom made a reality for all.

They feel that the future need not be a nuclear nightmare but a vision which all

Around the Country

Below: Hiroshima the aftermath 1945. A World Bike Ride destination.



can play a part in shaping. If it is left up to politicians we will forfeit our chance to put people before profit and power, to truly live our lives instead of just surviving our days, to carry our responsibilities to those born and yet to be born. They ride against uranium and for all those with the courage to stand and speak for the future. They call for your endorsement, your council, and your support. Join with the concept of the World Bike Ride, either through financial support or through resources of all kinds. We ask you to lend your creativity and your hopes, to our venture. We undertake it for you all.

Watch for the World Bike Riders as they pass through your area. Their itinerary is as follows:

March 6th leave Canberra, 7th Goulburn, 8th Moss Vale, 9th Wollongong, 11th Lucas Heights Atomic Energy Commission Reactor site, 12th Sydney Belmore Park, 15th Hornsby, 16th Brooklyn, 17th Gosford, 18th Lake Macquarie, 19th Newcastle, 24th Taree, 25th Port Macquarie, 26th Kempsey, 27th Scotts Head, 28th Bundagen, 29th Coffs Harbour, 30th Grafton. April 1st Lismore, 4th Murwillumbah, 6th Brisbane, 12th Gympie, 16th Bundaberg, 22nd Rockhampton, 23rd Yeppoon, 30th Mackay. May 3rd Bowen, 9th Townsville, 12th Ben Lomond, 28th Mary Kathleen, 31st Mt Isa. June 15th Tennant Creek, 29th Katherine. July 6th Darwin.

Freewheeling will report progress on the World Bike Ride as it proceeds on its epic journey.



NCM In Bridge Celebrations

On Sunday 21st March a group of 50 pedal cyclists will have left Newcastle for a Marathon 170 kilometre ride to Sydney.

The riders retraced the tyre-prints of the many pedal cyclists who travelled from Newcastle and the coalfields to Sydney in 1932 for the opening of the Sydney Harbour Bridge.

The cyclists carried official civic messages from the Lord Mayor of Newcastle, and the Mayor of Lake Macquarie.

The civic messages were presented to the NSW Minister for Roads, after the group, under Police escort, made a historic crossing of Sydney Harbour using the main roadway of the bridge. The civic messages conveyed Newcastle's congratulations re the 50th Anniversary of the opening of the Harbour Bridge. They also plead for the full and immediate implementation of the Newcastle Area Bikeplan.

Among the cyclists were two BLIND riders from Sydney who occupied the back seats of tandems.

The oldest rider was 61 years, while

the youngest a teenager. Most were in the 25 to 35 age group.

Safer Cycling Move

A new move to encourage local authorities throughout Victoria to introduce safe cycling programmes in their areas has been launched by the State Bicycle Committee. The committee has decided to give Municipal Bicycle Awards to the councils which promote and implement the most successful programme for safer cycling. Two awards, taking the form of plaques, will be presented — one to an authority in the Melbourne metropolitan area and the other to the most successful municipality in the country areas of Victoria.

The State Bicycle Committee was established under the auspices of the State Government's Ministry of Transport to research, plan, and implement bicycle programmes.

Too win one of the awards, authorities will have to show they have done the most to develop programmes in the fields of engineering, education, enforcement and encouragement — the 4 E's of bicycle planning.

The creation of the awards is the latest step in ensuring the rapidly increasing numbers of cyclists can ride safely in today's busy traffic conditions.

Committee chairman, Mr Alistair Hepburn, said today: "An estimated 500,000 people now ride bikes in Victoria and the number is dramatically increasing every year.

"In Victoria and New South Wales last year, there were more new bicycle sales than new car registrations, which shows more and more people are turning to bicycles for both essential transport and recreation purposes.

"Many local authorities are now planning for cyclists' needs, both to encourage more cycling in their area and to make sure it is done properly and safely.

"The Municipal Bicycle Awards will be a tribute to the councils who go a long way in creating a safer cycling environment in their regions.

"The committee hopes the awards will encourage councils to be aware of cyclists' needs and implement programmes for them.

"Cycling is on the increase, and authorities need to cater for the interests of cyclists," said Mr Hepburn.

Road safety experts have for a long time been worried by the numbers of cyclists killed or injured on Victorian roads.

Entries for the awards will have to be received by the State Bicycle Committee by 4.00 p.m. on 1 November, 1982.

England

Cycling Holidays In Yorkshire

Aware of increased interest in the bicycle and the popularity of adventure holidays, a group of keen cyclists in York realised that cycling holidays are an ideal introduction to that leisurely form of transport. Such holidays free people from the need to buy expensive equipment and from many of the mistakes brought about by inexperience.

Following a pilot scheme in the summer of 1981, *Freewheeling Yorkshire*, based in the cycling city of York, have designed various holidays to suit all needs. These range from a week in York with guided day trips to long tours into the Yorkshire countryside.

Freewheeling Yorkshire provide pre-booked guesthouse accommodation, fully equipped lightweight touring bicycles, contour maps, route guides and information packs.

It is hoped that these holidays will encourage people to enjoy the benefits of cycling in their daily lives.

For further information or a brochure contact:— *Freewheeling Yorkshire*, 16 Lawrence St, York YO1 3BN. Telephone: 0904 20606.

Holland

One of the best ways to savour the quiet beauty of the surroundings of Amsterdam, is to take a bicycle. Ena's Bike Tours offers the traveller to Holland the unique opportunity to see Holland the Dutch way!

From June to October they organise whole day bicycle tours which leave each morning at 10.00 a.m. Under the guidance of Ena Govers or one of her enthusiastic helpers, groups of cyclists are taken along a carefully worked out route which passes through the outskirts of Amsterdam, into the country, following a small and winding river.

The first stop is made at a cheese farm, where the farmer makes the cheese in virtually the same way his great-grandfather did. For the hungry there is plenty of cheese to be had, and for the thirsty there is fresh milk. You then continue along a narrow tree-lined road to visit a windmill which is still in use today.

Here, while looking around the mill, the workings will be explained to you. After marvelling at this ingenious construction you will cycle through the village of Abcoude to a lake. By this time you will be hungry and ready for lunch. Here you can buy food and row out to one of the islands, to enjoy lunch while lying in the sun. For those who have their swimming costumes with them, there is always time for a refreshing swim.

If it should be raining or cold, lunch is had at a local restaurant where you can try some Dutch specialities. After lunch, the tour continues along the dikes to the little village of Ouderkerk, where you can quench your thirst at a typical Dutch pub. Then, with new energy, start on the homeward stretch and return to Amsterdam, exhilarated after a day out in the Dutch countryside.

Anyone wishing to know more about the tour need only phone (015) 143797 at any time, or write to ENA'S BIKE TOURS, P.O. Box 2807, 2601 CV Delft, Holland. The cost is Dfl 27,50 per person, including the guide for the day, the rent of a bike, visits to a windmill and cheese farm, and a row on the lake.

A friendly Dutch welcome awaits you!



NOTHING BUT THE BEST.

Frames

Hi-Tensile with ES1500 Italian cut lugs, with forged rear fork end.

Front Forks

Tange Butted Stem with Hi-Tensile blades with solid ends, chrome plated 8" up from Tips.

Head Fittings

Shimano 600 EX Series

Rear Derailleur

Shimano 600 EX Series

Front Derailleur

Shimano 600 EX Series

Shifting Lever

Shimano 600 EX Series

Brakes

Shimano 600 EX Series
Side pull with hooded levers.

Chainwheel & Crank Sets

Shimano 600 EX Series
Light alloy cotterless 40/52T x 6 1/2"

Rims

Araya Model 16A (2) light alloy
27" x 1 1/4" x 36H

Tyres

Silver Star Black with Gum Side 27" x 1 1/8"

Tubes

Silver Star Butyl Black with French valve
27" x 1 1/8"

Rim Tapes 27"

Spokes & Nipples

Stainless Steel Double Butted 14/16G

Freehub

Shimano 600 EX Series Large flanged
36H quick release type Silver with 5
speed Multiple freewheel 13-15-17-19-21T

Front Hub

Shimano 600 EX Series Large flanged
36H Quick release type Silver

Handlebar

Light alloy

Handlebar Stems

Light alloy

Handlebar Tape

Cloth

Chains

Shimano Uni-glide Black/Gold
1/2" x 3.32" x 114 Link

Pedals

KKT VIC 11 Light alloy Silver with Reflector

Toe Clips

Model 67-10, Leather

Toe Straps

Saddle

Kashimax Super

Saddle Pillar

Sakae Light alloy

Double X
Malvern Star



Freewheeling: The Bicycling Information and Entertainment Magazine

So far we've only been warming up. Be sure to catch the exciting new features coming up in each issue of *Freewheeling*.

Reserve your newsagent or bicycle shop copy today or fill out the lift out mail order form in the centre of this magazine and post today.

In the coming months *Freewheeling* will present the very best in editorial content all designed to make you the bicycling expert.

Check this current list:

- Equipment Reviews and Surveys
- Touring Information and Guides
- Do It Yourself Guides
- Maintenance and Technical Advice
- Coverage of News and Planning Events
- Historical Articles

In future issues will present guides, surveys, articles and pictures on:

- The BMX Phenomena
- Lightweight Camping Survey
- Food for Bicycle Travellers
- The Bicycle Racing Scene
- More Equipment Reviews and Surveys (including a survey on light weight bicycles)
- More Maintenance Guides and Reports
- Overseas Touring Ideas and Contacts
- And much more . . .

Don't miss out. Subscribe to *Freewheeling* today and you will soon discover why we are Australia's leading cycling magazine.

We now accept Bankcard on all subscription back issue, and mail order sales.

Don't delay – mail your order form today.

INTRODUCTORY OFFER:

Subscribe to *Freewheeling* and receive four copies delivered to your door for the special price of \$6.40* a saving of 20% on the regular news stand price.

*This offer available to new subscribers only.

Back Issues that never date

Issues one and two are now out of print. Don't miss out on the others and order today.

Contents of back issues so far: Issue 3, Bicycles and Bush Clergymen, Canberra Cycle City, Getting Started in Bicycle Touring 8 page Guide, Touring NSW Goldfields, Make Your Own Wheel Trueing Jig, Wheel Spoking. Issue 4, Bicycles and Shearers, Pacific Coast Cycle Trail Guide – Goulburn to Maitland, More Canberra, Snowys Touring. Issue 5, Fitting your Bike to Your Body, Nullarbor Touring Guide, India, Grand Ridge Road Vic., Gossamer Albatross. Issue 6, Birtles, Toe Clips, Pacific Coast Cycle Trail Guide – Ipswich to Coffs Harbour, Sri Lanka, Books, Penny Farthing to Sydney. Issue 7, Energy, Bicycle Couriers, Melbourne Bikeplan, TORSV, Backroads NSW/QLD – Legume to Boonah, Following the Old Railway to Newnes in the Blue Mts.,



NSW. Issue 8, Reclaim the Road, Man with Rubber Pedals, Murif, East Coast Tasmania – 10 page guide, Binna Burra Qld, New England NP, Bikecentennial, Books. Issue 9, Urban Issues Special Section, Industry, Leather Guide, Cowra NSW, NZ North Island, Bicycling photography. Issue 10, Bicycles and the Bush, Planning NSW Helmet Survey, Pacific Coast Cycle Trail Guide – Coffs Harbour to Maitland, Indonesia, Womens Saddles, Christchurch NZ, Emerald Vic. Issue 11, Womens Bike Co-op, Great Ocean Road Vic, 10 speed maintenance – Gears, Tools, NZ South Island, Leather Guide. Issue 12, Newcastle Bikeplan, Early Road Maps, Alpine Way, Southern Cross Cycle Trail – Melbourne to Beechworth, Vic., Rear Pannier Survey, Leather Guide, Tassie Guide Review. Issue 13, Newcastle Bikeplan, Cycling Press, Mr Plod, Burston and Stokes, China, Industry, Front Pannier Survey, Java, Melbourne to Albury Tour, Tasmania.



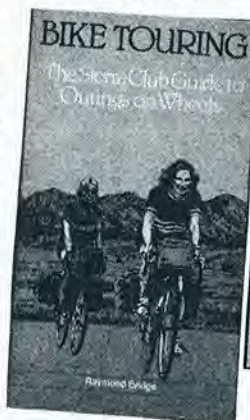
Freewheeling MAIL ORDER

A new order form is provided in this issue of *Freewheeling* for mail order items including back issues of the magazine. Separate copies of the order forms can be obtained for friends simply by dropping us a line. A copy of the catalogue will also be sent if requested. New processing procedures are presently being introduced to ensure quick delivery of orders but just to be sure please allow at least 4 weeks for delivery.

Registration: In the past we have had problems with books and magazines disappearing in the postal system. As an added precaution mail order customers can request certification of their deliveries. If you want to do this please mark the appropriate box on the order form and include an extra \$0.75 to cover certified charge.

We now send a notification card to all customers when there is any temporary supply problems. All prices now include postage and packaging and are included on the new tearout post off order form.

ing your dream bicycle to traffic jamming to maintenance, this book has it. Pan Paperback.



Bike Touring: The Sierra Club Guide to Outings on Wheels.

By Raymond Bridge.

A much more comprehensive book from the author of the *Freewheeling* book. Packed with info on self-sufficient touring, covering equipment, planning, packing, skills and how to live and camp on the road. The price tag reflects the volume of useful material.

Paperback

Travelling by Bike
by various authors.

A collection of articles/chapters by some now well-known bicycle tourers from the USA. Good solid info and lots of helpful hints and ideas. Some sections may seem a little dated but the overall message of this book will never grow old. A useful reference for any serious bicycle traveller.

World publications

The Blue Mountains — A guide for bicyclists — by Jim Smith.

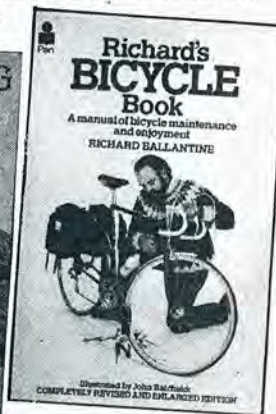
We are pleased to offer this excellent little book to our readers. It contains details of tours of varying lengths and grades in the Blue Mountains area as well as background info and advice.

Paperback

Bushwalking and Camping
by Paddy Pallin.

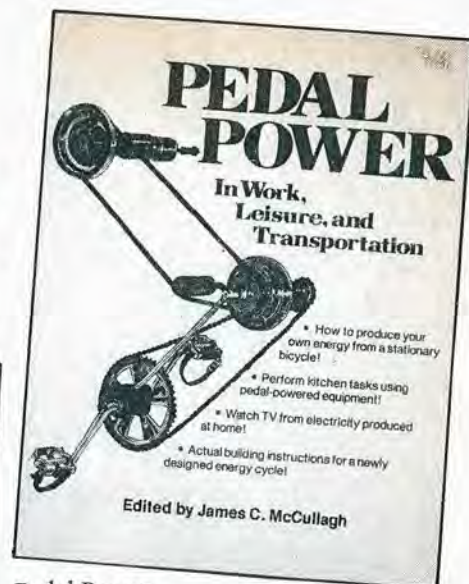
A new and up to date edition of Australia's best and longest selling book on outdoor pursuits. Though a cycle touring section is absent it is still a mine of information on basic camping techniques. Great stuff Paddy!

Paperback



Richard's Bicycle Book
by Richard Ballantine.

This handy book has been completely revised and is now a world best seller. Easily recommended as the bicycle book to own and use. Everything from choos-

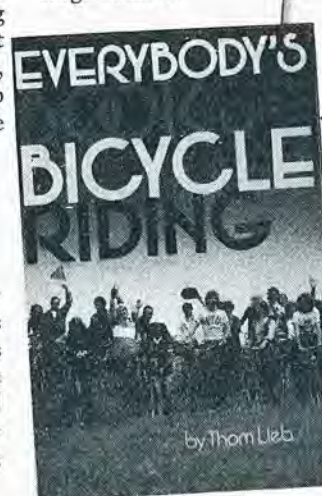


Pedal Power

Edited by James C. McCullagh

An excellent starting point for pedal powered projects other than bicycles. This book shows you how to build your own pedal powered devices so that you can produce electricity and even perform kitchen tasks. It tells you why we need to develop the potential for human power and how it can be done in an inexpensive and healthful way.

Rodale Press, paperback, 133 pages — large format.



Everybody's Book Of Bicycle Riding
by Tom Leib

Another good book from the Bicycling USA publishers. This is a practical handbook for the novice and advanced cyclist alike. The book is a good source of information on riding technique and the actual interface between rider and machine. A good book for your body too.

Rodale Press, paperback 324 pages.

Adventure Cycling in Europe
by John Rakowski

An excellent book which captures the spirit of touring in Europe rather than being just a *Cycling the Continent on \$X a day*. Covers 27 countries plus a comprehensive guide to preparations, touring tips and what to expect.

Rodale, paperback



The Bicycle and the Bush
by Jim Fitzpatrick.

Readers of this magazine will recognise the author of this just-released book. Jim Fitzpatrick has researched the use of the bicycle and the part it played in the Australian bush. A must for bicycle history buffs of all ages. Discover your roots with this wonderful book.

Oxford University Press. Hard cover.

Securely tape or staple outside edges.

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Freewheeling

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1028	Cooking on the Road	\$ 7.25
1100	Blue Mountains Touring Guide	\$ 3.55
1101	Cycle Touring in the South Island NZ	\$ 6.00
1102	Peaceful Tours of Victoria	\$ 5.30

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TOURING SERVICE

2001	Pacific Coast Cycle Trail Sydney-Brisbane	\$ 9.50
2002	Blue Mountains NSW	\$ 5.70
3001	Victoria General	\$ 8.80
7001	Tasmania General	\$ 8.85
7002	Tasmania East Coast	\$ 8.75
2903	Southern Cross Cycle Trail Sydney - Melbourne	\$ 9.35
9001	New Zealand South Island	\$ 7.75
2004	NSW Central Western Goldfields	\$ 4.25

TOURING SERVICE SUB TOTAL \$

Second Fold

Second Fold

First Fold

First Fold

Readers Survey

This survey is to discover your likes and dislikes so we can produce a magazine which is better suited to your needs. You can help us in this by taking a little time out to fill out this survey form and posting it to us. All information will be treated confidentially. The results of this survey will be reported in a future issue. Thank you for your help.

1. Content Preference

- a) State your preference for the following types of articles and columns.
Rate each subject using 1 to 5 scale (1 = Best)

<input type="checkbox"/> Letters column (write on)	<input type="checkbox"/> Equipment surveys
<input type="checkbox"/> New products	<input type="checkbox"/> Bicycle news
<input type="checkbox"/> Technical Reviews	<input type="checkbox"/> Historical articles
<input type="checkbox"/> Touring general	<input type="checkbox"/> Bicycle Planning
<input type="checkbox"/> Touring guides	<input type="checkbox"/> Politics
<input type="checkbox"/> Book Reviews	<input type="checkbox"/> Overseas Touring
<input type="checkbox"/> Industry Reports	<input type="checkbox"/> Environmental issues
<input type="checkbox"/> Bicycle racing/sport	<input type="checkbox"/> BMX articles and information
<input type="checkbox"/>	

Second Fold

- b) What type of article, report or column pleases you the most about *Freewheeling*?
- c) If there is one type of article, report or section you would add to *Freewheeling* what would that be?
- d) From your present experience of the magazine what type of article, report, column or section would you most like to see removed?

Second Fold

2. Readership details

- a) How long have you been reading *Freewheeling*? (mark appropriate box)
☐ First time ☐ few months ☐ one year ☐ more than a year
- b) How did you get this copy of *Freewheeling*? (mark appropriate box)
☐ subscription ☐ from a friend or relative
☐ newsagent ☐ from a club or association book shop
☐ bike shop ☐ other (specify)
- c) Please estimate how many people read your copy of *Freewheeling*? ☐
- d) Do you read *Freewheeling* cover to cover? ☐ Yes ☐ No
or
Do you only read certain articles? ☐ Yes ☐ No
- f) Do you recommend *Freewheeling* to other people:
Why?
Why not?

First Fold

3. Bicycle Usage General

- a) Do you presently own a bicycle ☐ Yes ☐ No
- b) Do you own more than one ☐ Yes (state number)..... ☐ No
- c) What was your most used bicycle's approximate purchase price? \$.....
- d) Is it insured? ☐ Yes ☐ No
- e) What is its principal use?
☐ Commuting ☐ Touring ☐ Sport ☐ Fitness ☐ Local Transport ☐ Recreation
(if multiple use, use numbers ranking use 1 = 1st choice) ☐ Other (state use)

4. Bicycle Touring

- a) Have you ever been bicycle touring? ☐ Yes ☐ No
- b) When you tour do you: Camp out? ☐ or Stay in fixed accommodation? ☐
- c) Do you have your own equipment? ☐ or Do you borrow? ☐
- d) Do you usually tour: with a club? ☐ with friends? ☐ with school groups? ☐ individually? ☐
Other? (state how) ☐
- e) How many times a year would you tour?times



Win a Bike Helmet

SPECIAL SURVEY OFFER

Readers participating in our survey will be eligible to win prizes for themselves or their friends. Two survey forms will be chosen at random and these lucky people will each receive a Bell Helmet. Prize winners will be notified by post after the closing date and asked to specify their size. All survey forms must be in by the 30th June 1982 when the drawing will take place. Don't delay, post your survey form today. You have to be in it to win it.

Return Address.

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Freewheeling

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5. Personal Questions

Excuse us for asking a few personal questions. You may decline to answer them if you wish. Please note we are not asking for your name but we do wish to gain some understanding of how the magazine is part of our readers lives. Therefore it would help us if we knew a little of your activities and interests.

- a) Your age b) Your sex
- c) Do you have children who cycle ☐ Yes ☐ No
- d) Are you currently employed ☐ Yes ☐ No
- e) What is your usual occupation
- f) What is your approximate yearly income \$.....
- g) Give one reason why you ride a bicycle (if you do)?
.....
- h) Give one reason why you read *Freewheeling*?
.....
- i) Give the postcode of the locality in which you live. postcode

Thank you for filling out this survey. Your time thus spent will help to continually improve the magazine and increase its reader appeal. Please fold this sheet as per the fold marks, tape the edges (or staple) and post to the address marked.



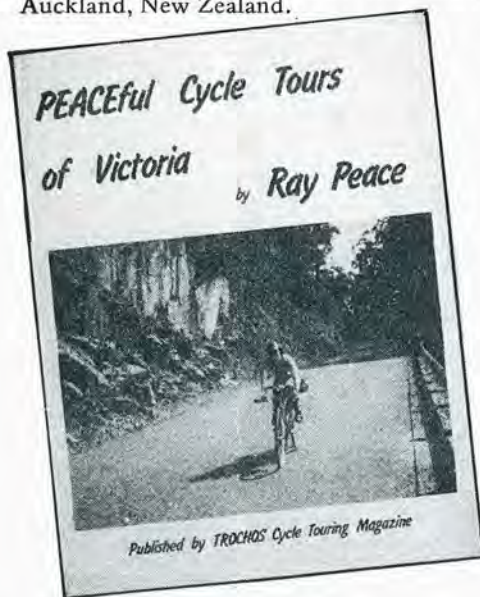
Cycle Touring in the South Island NZ by Helen Crabb

This book contains information and resources for touring in some of the most spectacular countryside in the southern hemisphere. The guide has descriptions for over 40 tours as well as important information for the international traveller on local conditions and customs. A review of this valuable book will appear in a future *Freewheeling*.

Published by Canterbury Cyclists Association, paper back, 87 pages.

Special Offer: The first ten customers to order the NZ South Island Guide will receive free with their order a back issue of the New Zealand cycling magazine *Southern Cyclist*.

This magazine is now back into (irregular) production. Information on subscriptions etc can be obtained by writing to South Cyclist P.O. Box 5890, Auckland, New Zealand.



Peaceful Cycle Tours of Victoria by Ray Peace

This book is the latest addition to the growing inventory of Australian touring guides. The author is well known to Melbourneans as the regular touring columnist for the *Age* newspaper. His book includes information on 15 tours in various parts of the state all written in a personal and informative style.

Trochos Publications, 30 pages, magazine format



Anybody's Bike Book by Jim Cuthbertson

The classic manual for owners and buyers of one-speed, three-speed and ten-speed bikes. Immensely readable and clearly illustrated, it guides the do it yourselfer in finding the problem fast and fixing it. Recommended as a good beginners book! The author writes, and the illustrator draws, with a fine sense of humour.

Ten Speed Press, paperback, 200 pages

The Bicycle Touring Book by Tim and Glenda Wilhelm

Written by two experienced long-distance cyclists and published by the makers of *US Bicycling* magazine, you'd expect this book to be a good introductory guide to touring, and it is. Good sections are included on gear and equipment selection. The book explains clearly the skills behind successfully planning and enjoying a cycle touring camping adventure.

Rodale Press, paperback, 303 pages.

Cooking On The Road by John Rakowski

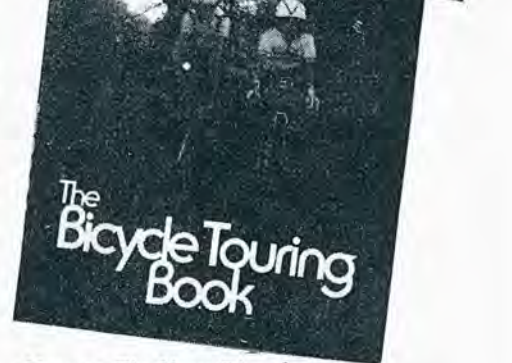
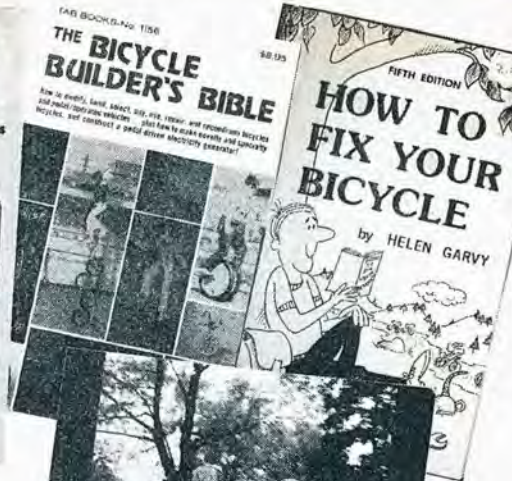
Written with touring cyclists in mind this is one of the most adaptable delightful and original cook books ever published. Chapters cover equipment, techniques and recipes for breakfasts, lunches, dinners, snacks and meatless cooking.

Anderson World, paperback 202 pages,

The Bicycle Builder's Bible by Jack Wiley

A big book (almost 400 pages) for amateur bike builders and do it yourself maintenance buffs. The book attempts to cover the complete spectrum and like most books of this type it devotes its technical detail to the more common maintenance problems. Chapters are included on more esoteric items such as unicycles and exercise bikes. Published in the USA.

TAB Books, paperback, 376 pages.



How to Fix Your Bicycle by Helen Garvey.

A wonderful little book. Ms Garvey's descriptions are accurate with a touch of humour. A good beginners book, especially valuable for ten-speed owners. Illustrated with line drawings.

The Custom Bicycle

by Michael Kolin and Denise dela Rosa
This informative book is for the most experienced bicyclists who wish to get the most out of their machines. Five main sections provide a detailed background to frame design and assembly. These deal with bicycle frame construction and design, British, French, Italian and American frame builders, and putting the bicycle together. A must for those contemplating assembling their dream machine.

Rodale Press, paperback, 274 pages.

Knots and Splices by Jeff Toghill.

This book's illustrated knot craft makes the possibility of losing your tent in a strong wind a remote chance. A popular book especially for would-be serious campers.

Paperback \$1.95. Postage \$0.50.

Bicycle Frames by Joe Kossack.

A companion book to the *Bicycle Wheel* book. This book is a brief description of the various types of frames and their construction. A must for the person who wants to know their machine.

World Books. Paperback

Use the easy lift out order form included in this issue

Freewheeling

Touring Service

Listed below are the first offerings in a brand new service to our readers. Our aim is to present complete packages of touring information for a particular area in Australia (and selected overseas touring destinations) so that tour itineraries can be planned. In some cases, actual itineraries will be provided in the form of an article or information sheet. Most of this information is already available, what the touring service does is collect it into a more accessible form and present it to you.

Cost

Cost of each package includes the cost of items which have a cover price, cost of photocopying or printing of specially commissioned reports, and postage and packaging. Items supplied to us free will not be charged for.

Contributors

Users of the touring service can also be contributors to the service. Contributors are asked to provide information of suitable rides which they have tested. The information should be presented in a clear form with as much cyclist information as possible. Reports need not be written as if for publication in the magazine but should be typed.

Reports judged by editorial staff to be of sufficiently high standard to be included in a touring service will be then kept on file and added to an information package.

Contributors will receive in exchange, access at cost to the touring service. All items charged for will be sent at cost plus additional postage and packaging costs. Contributions will remain the property of the touring information service for as long as they are held on file.

All prices include postage and packaging.

Ordering

Use only current order form from the latest magazine as touring package contents are constantly being improved. In some cases, items from diverse sources may be out of stock to us. To avoid delay to you, all items available will be dispatched along with advice of items to come. Please allow 4 weeks for delivery. Items cannot be ordered separately unless they are a mail order dept. item in which case your order should be made using the mail order form from a current issue of the magazine.

Pacific Coast Cycle Trail Sydney/Brisbane 2001

Package contents:

- 3 copies of *Freewheeling* containing major articles on each section of the bicycle trail.
- NSW Government Tourist Guides: North Coast Region, Outer Sydney Region (accommodation and points of interest).

Blue Mountains NSW 2002

Package contents:

- Blue Mountains — a guide for bicyclists by Jim Smith.
- Blue Mountains — Burrangorang tourist map.
- Outer Sydney Region NSW Tourist Guide.

Victoria (General) 3001

Package contents

- Peaceful Cycle Tours of Victoria by Ray Peace.
- Victorian Government Tourist road map, incorporating tourist region guide.

Tasmania (General) 7001

Package contents:

- 1 copy *Freewheeling* 13 with general article on touring Tasmania by Doug Snare.
- Treasure Island booklet, Tasmanian Tourist Bureau's comprehensive guide to accommodation and points of interest.
- Official tourist map.

Tasmanian East Coast 7002

Package contents:

- 1 copy *Freewheeling* 8 with detailed article on touring the Tasmanian east coast by Warren Salomon.
- Treasure Island booklet, Tasmanian Tourist Bureau's comprehensive guide to accommodation and points of interest.
- Official tourist map.

Southern Cross Cycle Trail Melbourne/Sydney 2003

Package contents:

- *Freewheeling* issues 4, 12 and 14 with detailed guides of route, including maps and cyclist information.
- NSW and Victorian Government Tourist booklets covering accommodation and points of interest along the route.

New Zealand South Island 9001

Package contents:

- 1 copy of Cycle Touring in the South Island NZ.
- 1 copy of *Freewheeling* 11 with Aussie article on touring in the area.
- Good detailed Government maps will be added to this package at a future date. Phone the Touring Service first if you require these and we will advise on availability.

NSW Central Western Gold Fields 2004

Package contents:

- 1 copy of *Freewheeling* 3 which includes an article on touring in the Sofala-Hill End area.
- 1 copy of NSW Central Mapping Authority's Bathurst/Orange tourist map (an excellent map).
- 1 copy of NSW Government Tourist booklet on Central Western Region, detailing accommodation and points of interest.

Freewheeling 3 also includes a beginners guide *Getting Started in Bicycle Touring*.



Southern Cross Cycle Trail

Goulburn to Beechworth

The completion of this section links Melbourne to Brisbane via continuous cycle trail

Introduction

Ideally, an inland cycle trail would pass through Canberra, with its large cycling population and its tourist appeal, and the Snowy Mountains area with its enormous tourist potential. However, the Snowys are too snowy, winter cycling is difficult, cold and dangerous and even in spring and autumn it can be tricky. Given the right weather, the Snowys are excellent cycling and it is hoped a later trail will cover this area.

This trail offers a huge variety of terrain, land use, scenery and other attractions. It also offers the cyclist some challenges in terms of terrain and weather. Many of the hills, even some of the smaller ones, require quite a low gear for a fully-laden touring cyclist and the recommended one is a 27" gear. This means that there are the same number of teeth on the front as the rear sprocket and the bicycle has a 27" wheel. Lower gears still would help the aged (over 30 for some of us) or the less experienced. Younger, stronger, fitter cyclists or those with less load (such as no camping gear etc) can get by with higher gears.

In summer it is advisable to carry extra water as heat, wind and hills can dry you out and it is quite a distance between safe water supplies in some areas. At all times of the year, wet weather gear and warm clothes are essential as are a dry change of clothes and dry sleeping bag. Cold winds and rain can be expected at any time. In the colder months it can drop below freezing and can hail or even snow in the higher parts of the trail (Tumut to Tooma and Wabba Gap to Bullioh). Plenty of warm clothes, including gloves should be carried.

In several places, the trail may be cut by floodwaters, particularly during winter. If in doubt, during heavy rain periods, check with the police. Before walking or riding through floodwater, make sure you can get out the other side safely.

In the flatter parts, (Boorowa to Gundagai and Bullioh to Yackandandah), headwinds (predominantly from the west, except during cold changes when the icy south supplies them) can be strong at any time of the year. Of course going from Beechworth to Goulburn turns them into tailwinds).

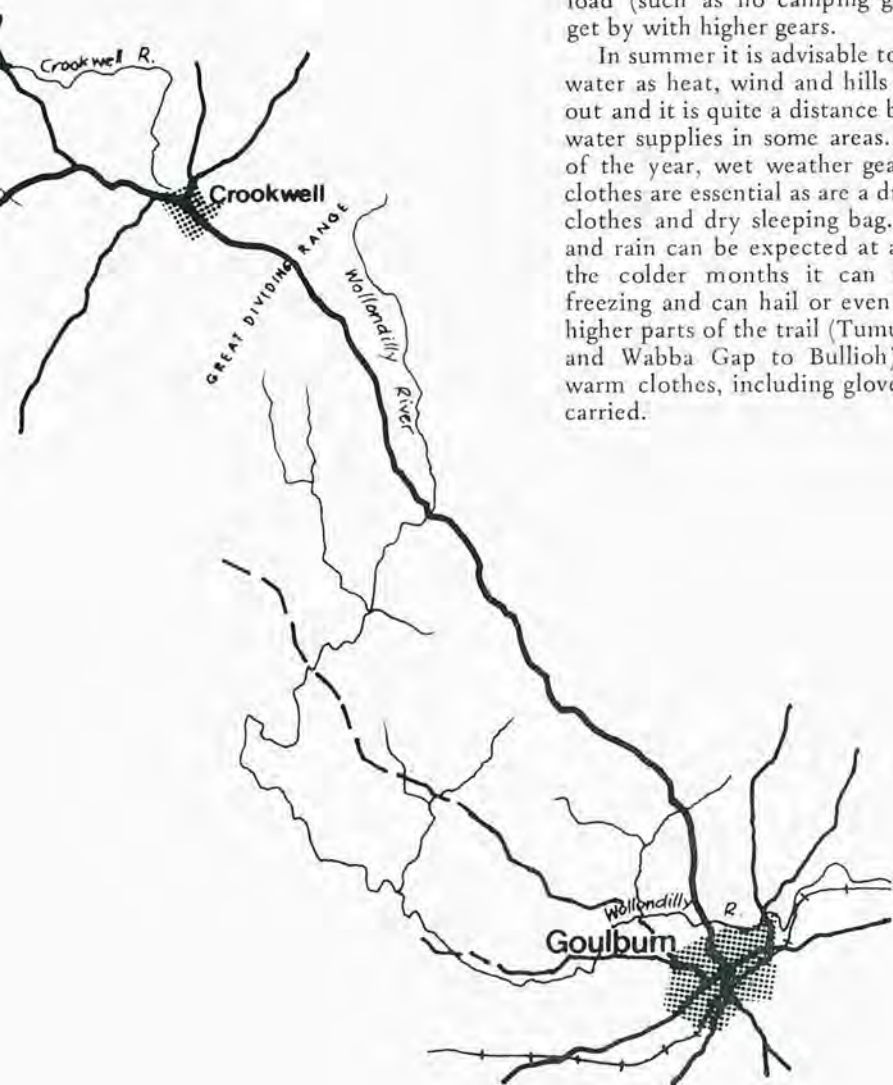
There are many volunteer fruit trees and bushes along the roadside. These have sprung up from seeds dropped by other travellers. Blackberries are likely to have been sprayed with 2,4-d or similar and the effects can take weeks to show up. Trees are less likely to have been sprayed and they are mainly stone fruit – plums, cherries, peaches, prunes etc – with some pome fruit – apples and pears – and a few citrus.

The fishing is obviously good, there are plenty of humans and birds out there catching for the frying pan, griller or beak. Yabbies are also very common in some creeks. The mosquitoes are common around the creeks and rivers too, so pack the citronella.

Distances are from Post Office to Post Office. Where the P.O. is not on the trail, a point around the middle of town is the benchmark. Figures in brackets after a locality, intersection etc refer to the distance from the start of that section of trail (as covered by the heading in bold type).

This trail, like all the others in the series linking Melbourne, Sydney and Brisbane, can be used as a commuter route, a long tour or can be broken by rail or private transport into smaller tours.

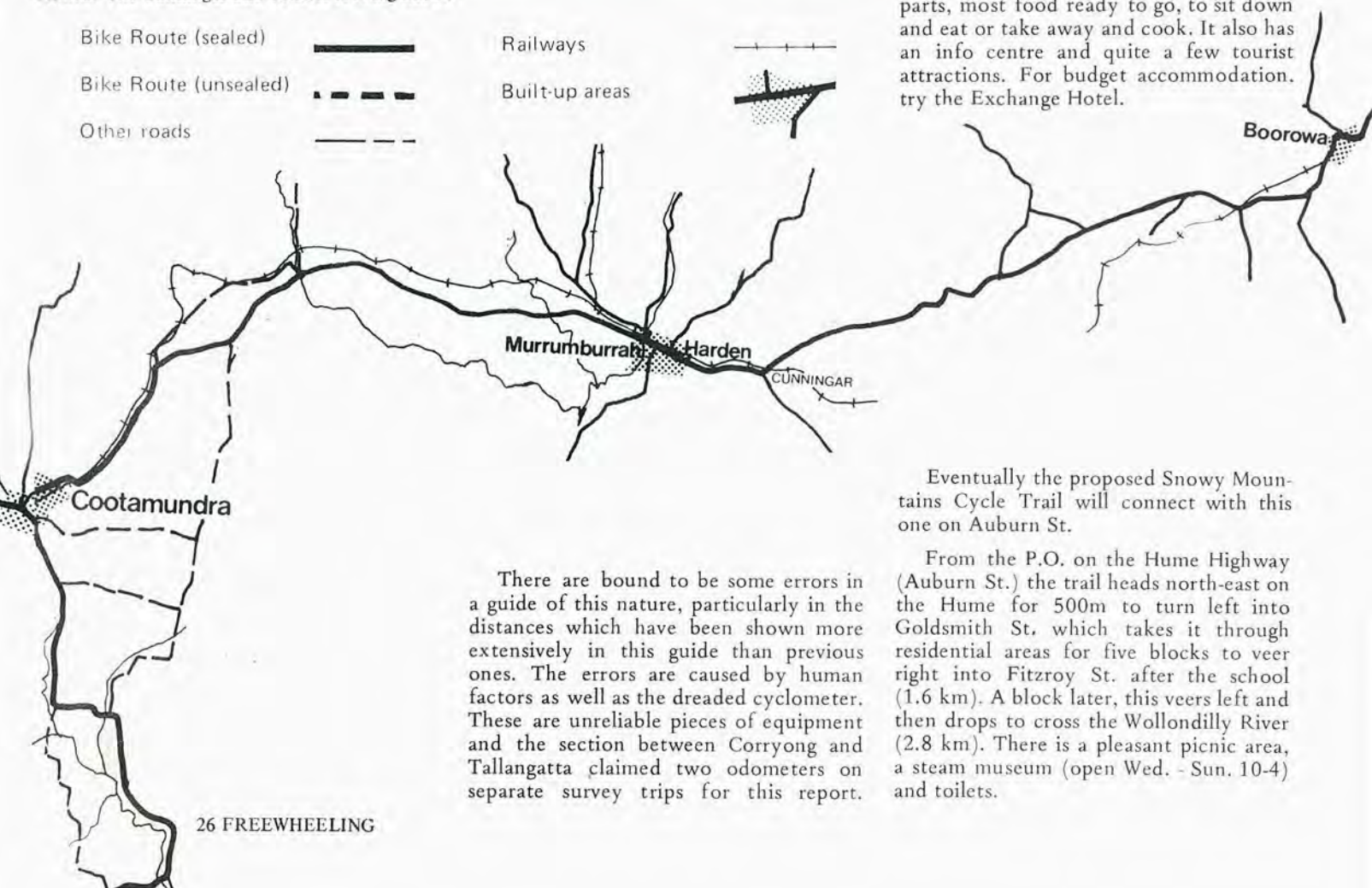
This trail was mapped by Warren Salomon, researched by Ron Shepherd and Michael Burlace and written by Michael Burlace. © Copyright 1982. Michael Burlace and Warren Salomon.





Above: The Cunnigar Silo turnoff looking north.

- | | | | |
|-----------------------|--|----------------|--|
| Bike Route (sealed) | | Railways | |
| Bike Route (unsealed) | | Built-up areas | |
| Other roads | | | |



There are bound to be some errors in a guide of this nature, particularly in the distances which have been shown more extensively in this guide than previous ones. The errors are caused by human factors as well as the dreaded cyclometer. These are unreliable pieces of equipment and the section between Corryong and Tallangatta claimed two odometers on separate survey trips for this report.

Errors were found in most of the road and contour maps used in the preparation of this trail as well as many of the road signs. Please do not take any of the distances as gospel, but use them as guides to what to expect. Tell us about any errors so we can correct them in later editions.

This is the last section in the Melbourne to Brisbane cycle trails series. The five trails link something like 10,000,000 Australians via quiet back roads on quiet cycles, allowing them an alternative to the ubiquitous motor vehicle. The trails have been published in *Freewheeling* over the last three years and are available as back issues.

We would like to hear your opinions on the cycle trails we have published. Please write and tell us which map format is preferable and why, which type of description is best and why or just list the things you like and dislike in a guide. Also let us know what bits you have ridden on the trails – but don't hold back if you haven't ridden the trail at all. Tell us what is missing and what should be missed for future guides. This helps us to help you.

Goulburn to Crookwell 44 km, gaining altitude on good tar for most of the way.

Goulburn has just about everything for the touring cyclist – two caravan parks (the one south of town is preferable), most types of shops including bicycle parts, most food ready to go, to sit down and eat or take away and cook. It also has an info centre and quite a few tourist attractions. For budget accommodation, try the Exchange Hotel.

Eventually the proposed Snowy Mountains Cycle Trail will connect with this one on Auburn St.

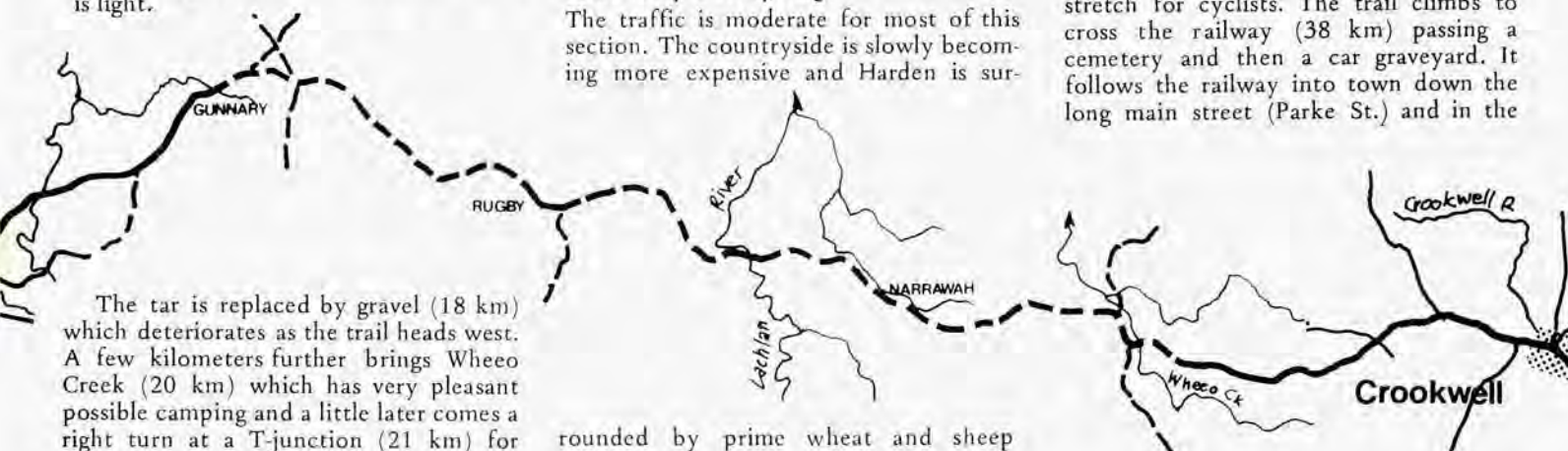
From the P.O. on the Hume Highway (Auburn St.) the trail heads north-east on the Hume for 500m to turn left into Goldsmith St. which takes it through residential areas for five blocks to veer right into Fitzroy St. after the school (1.6 km). A block later, this veers left and then drops to cross the Wollondilly River (2.8 km). There is a pleasant picnic area, a steam museum (open Wed. - Sun. 10-4) and toilets.

From here the trail begins the long and mostly gentle climb to cross the Great Dividing Range a little this side of Crookwell. The grades, surface and width of the road are generally good though they deteriorate after the trail passes Pejar Dam (24 km). The country is mostly grazing with the odd patch of grain.

The trail comes into Crookwell on Goulburn St., past the showground and pool. This becomes the main street of this quite well supplied town which has baker, department store, hotels, cafes, some bike parts at the toy store and a very small caravan park at the far end. For budget accommodation, try the Crookwell Hotel Motel.

Crookwell to Rugby 54 km, 21 km on tar, 33 km on gravel which is at times rough. This section is through mostly hilly country.

Leaving town, the trail continues along the main street which drops to the turnoff to Taralga (0.3 km, and the proposed Wombeyan Caves cycle trail) and the caravan park, then crosses the Crookwell River and passes the Gunning turnoff before starting the first of a number of long steady climbs. From this first hill there are good views all around. Traffic is light.



The tar is replaced by gravel (18 km) which deteriorates as the trail heads west. A few kilometers further brings Wheeo Creek (20 km) which has very pleasant possible camping and a little later comes a right turn at a T-junction (21 km) for Boorowa and Rugby. Narrawah - just a church and a Y-junction - comes up after 33 km.

Through this part the country has been drier and more rocky with lots of granite boulders and outcrops and the hills have been shorter. This continues until the tar resumes (40 km) for 2 km and on it the trail crosses the Lachlan River (41 km) which is a possible camping site. In the trout fishing season and school holidays there can be quite a few people here.

After more undulating to hilly country on gravel the trail comes to the tar (52 km) at the outskirts of Rugby. This takes it nearly 2 km to the shop and P.O. (54 km). The excellent shop is run by very welcoming people and carries most foods. It is closed Tuesdays but in an emergency the postmistress may be able to help.

There is a possible camping spot in the old sportsgrounds opposite the school on

the way out of town. There are toilets but the only water is at the school.

Rugby to Boorowa, 36 km, 18 km on often-rough gravel followed by 18 km on good tar, all through undulating to hilly country.

Traffic on this section is very light which makes up for the road surface. As the trail heads west the country slowly changes from grazing to more grains.

The gravel resumes about 400m from the store and it is rough but improves after a few kilometres. After 18 km the trail is on wide smooth tar which takes it across the Boorowa River and into Boorowa on Long St. The trail turns right before Long St. becomes gravel at an intersection into Brial St, 34 km from Rugby. This takes it past the caravan park and across a creek to swing left at a monument 1.5 km from Long St. (35.5 km). This is the main street and Boorowa has cafes, pubs, baker, butcher, museum and quite a good range of stores. Further up the main street (Marsden St.) are some small stores which open longer hours. The main street is Route 81.

Boorowa to Harden, 39 km on tar through undulating to hilly country after some fairly level cycling.

The traffic is moderate for most of this section. The countryside is slowly becoming more expensive and Harden is sur-

rounded by prime wheat and sheep country.

Leaving town, the road is rough and busy but the drivers are generally considerate. A little more than 3 km from the P.O. the trail turns right off Route 81 and a few more kilometres (7 km) brings a right turn at another T-junction which takes the trail across the goods-only railway.

After this the country becomes hilly again, having started out fairly flat. Some of the hills are long and substantial, but the grades are usually good. After the long drop to Cunningham silo, the trail crosses the railway and turns right at a T-junction (34.5 km) to follow the Sydney to Melbourne railway into Harden.

The trail comes into town on Albury St., passing the pool and caravan park. The shopping street runs parallel to the trail off to the right down Station St., (39.3 km).

Harden and Murrumburrah are regarded as one town by many people and the built-up areas merge into each other. Harden has cafes, hotels, butcher, baker, greengrocer, supermarket and railway station. Murrumburrah has cafes, museum, general store and a craft shop/devonshire tea room.

Harden to Cootamundra, 40 km on good tar over undulating country which becomes flat after about half-way.

From Station St., the trail continues along Albury St., climbing a little then dropping to cross Currawong Creek and pass through Murrumburrah (2 km) and climb out of town. This is flatter than the other side of Harden. There is more grazing and barley takes the place of some wheat.

The trail drops to the intersection with the Olympic Way, the scenic alternative to the Hume Highway for Sydney people going to the 1956 Olympic games in Melbourne. At the intersection (20.5 km), the trail turns left onto much flatter country with more traffic but still good cycling. Traffic is usually considerate and there is plenty of room for most of the way into Cootamundra. The surface is also good and this can be a very fast stretch for cyclists. The trail climbs to cross the railway (38 km) passing a cemetery and then a car graveyard. It follows the railway into town down the long main street (Parke St.) and in the

middle of town makes a hard left turn with the main street to the P.O. in Wallendoon St. (40.2 km).

Cootamundra has a caravan park, (on-site vans), info centre at the council chambers, cafes, restaurants, camping shop, health foods, good greengrocer, pool, laundry, supermarkets, baker and a quite a good bike shop. It also has the Cootamundra wattle which is spectacular in late winter and early spring.

Cootamundra to Gundagai, 61 km on mostly good tar through flat grazing country, slowly becoming undulating.

On this section there are a couple of longitudinally-planked bridges and a floodway.

Taking Wallendoon St. southwards, the trail goes straight to the railway and turns right (500m), into Hovell St. This



runs parallel to the railway for 200m then the trail turns left to cross the line (1 km) on Gundagai Road which takes it past the tip and sewage works and leads to Muttama with few hills on the way.

About 22 km from town there is a travelling stock reserve on the right which is a suitable emergency camp, but there is only creek water and this is sheep country. There are plenty of yabbies in the creek. In the tiny hamlet of Muttama (no shops, 24 km) the trail turns right at a T-junction to pass a hall and sporting reserve (no water, but a pleasant lunch spot) and then crosses the creek and railway line. From here the trail is hillier and the country slowly becomes more forested.

The trail passes under the Hume Highway bypass into Gundagai on Punch St. It takes the first right (60.2 km), West St. – the old Hume Highway – for 200m, then first left into Sheridan St., the main street of this now-quiet town. Bypassing the town has improved most local business and made a vast improvement to the town's living conditions. There is an info centre with map about 50m along Sheridan. Gundagai has good milk bars, general store, vegetables, several caravan parks (the one off the timber bridge is the preferable one) and some bike parts at the newsagents. For cheap accommodation try the Criterion Hotel or onsite vans at one of the caravan parks.

Gundagai to Tumut, 38 km on mostly good tar with a couple of fairly large hills. Leaving the P.O., the trail continues on Sheridan St. and turns right at the monument to cross the railway and go onto Prince Alfred Bridge, 950m of longitudinal timbers. For the less daring, turn right off Sheridan into Byron St. a

Below: The short climb over the water shed between the Murrumbidgee and Tumut Rivers south of Gundagai.

block before the P.O. and turn left at the sportsground to run along Landon St., to its end and turn right into Homer St. This leads to the river. Turn left and pass the caravan park and climb up to cross the river on the Prince Alfred Bridge. This route saves about two thirds of the wheel-grabbing monster.

Prince Alfred Bridge is slippery in wet weather and more so in icy weather and a major cycling challenge at other times. It's certainly to be recommended for improving your ability to ride a straight line or to test that skill.

At the end of the bridge, after the Murrumbidgee River has been crossed, is the left turn for Brungle (1.3 km) and the trail takes this. The first hill down this road takes the trail out of the Murrumbidgee Valley into the Tumut. It's a long steady of climb of about 100m and the drop off the other side is much longer and more gradual. About 12 km from town the trail swings left around some silos to cross the wide flat valley bottom and the Tumut River.

On the right just before the river is a very pleasant picnic and possible emergency camp. This river comes straight out of the Snowy Scheme at Blowering reservoir and it is cold, deep and fast at all times of the year. Be very careful with it. A firm in Gundagai rents canoes for the experienced, it is not a beginner's river.

Immediately after the bridge (13.6 km) the trail turns right at a T-junction and undulates for 4 km to pass through Brungle (no shops). After crossing Killimicat Creek the trail begins a long steady climb (24.7 km) which at times is quite steep. The views backwards are good and once over the top (26 km) the views toward Tumut are worth a stop.

From here the trail swoops down and up many times before the final drop to a right turn at a T-junction on the Wee Jasper-Tumut road (32 km).



Tumut is 6 km away across to two longitudinally-planked bridges and the Tumut River again. The town is up a small rise from the river and the main street, Wynyard St., is the continuation of this road.

Route 18, the Snowy Mountains Highway, crosses the main street at the start of the shops (38 km) and the trail turns right onto this to leave town.

Tumut is an Aboriginal word meaning camping by the river and the well-located caravan park on the way out of town offers that. There is trout fishing at the park, a small shop and onsite vans. For other cheap accommodation, try the Wynyard and Commercial Hotels. Tumut has good shopping – vegetables, meat, health foods, supermarkets, camping gear with maps, some bike parts at the Ampol and there's a map of town outside the CBC in the main street.

Tumut to Batlow, 32 km on good to poor tar over two substantial climbs with some drops.

The trail gains 500m net on this section, so there is a fair bit of low gear work but the countryside more than compensates.

From the intersection of the Snowy Mountains Highway (Fitzroy St.) and Wynyard St., the trail drops to pass the caravan park and then the railway station. Off to the right 2.2 km from town is the pioneer cemetery. This road is often busy with log trucks as there are two mills on the way out of town.

The tar on Route 18 is good to reasonable with some narrow sections. A little more than 8 km it drops to T-junction and the trail turns left off Route 18.

The traffic is lighter along this section and the road is narrower with a poorer surface. About 11.5 km out of town the trail swings right to cross the Batlow goods railway line then Gilmore Creek to begin climbing gently. Windowie Creek is crossed (16.2 km) and the trail gains 120m in about 1.5 km. This is narrow and steep and cars and trucks seem to roar past.

At the top it starts to drop again and loses about half of that gain to Wondalga (just an intersection, 19 km) where a lot of the truck traffic turns off to the right to take the old Tumbarumba road. This climbs up the side of a parallel valley as the trail goes straight up a ridge, gaining about 160m on wide smooth tar to flatten and narrow after 2.3 km to gain a similar amount over twice the distance. There are a few squeeze points along this road.

Up on the high country the Snowys are visible out to the left (south) as are the rabbits in every direction. The trail undulates, still gaining height until the Big Red Apple, Batlow's contribution to the Big Australian Fruit Salad. Despite



the kitsch nature, this offers a haven from the cold wind, rain, hail and even snow which can occur virtually any time up here. And, it serves Devonshire teas. The views are very pleasant.

From here the trail drops dramatically then climbs past the caravan park into Batlow (32 km).

Batlow has general stores, cafe, pool, supermarket, some bike parts at the hardware on the way out of town, museum and bakery. For budget accommodation, try the Batlow Hotel. Batlow also has a problem with the water supply for visitors. The locals have no trouble, but some visitors get upset stomachs. If in doubt, drink only tank water. A new water scheme is on the way, apparently.

The main street is Pioneer St. and the trail crosses it on Reedy St., the continuation of Tumut Road.

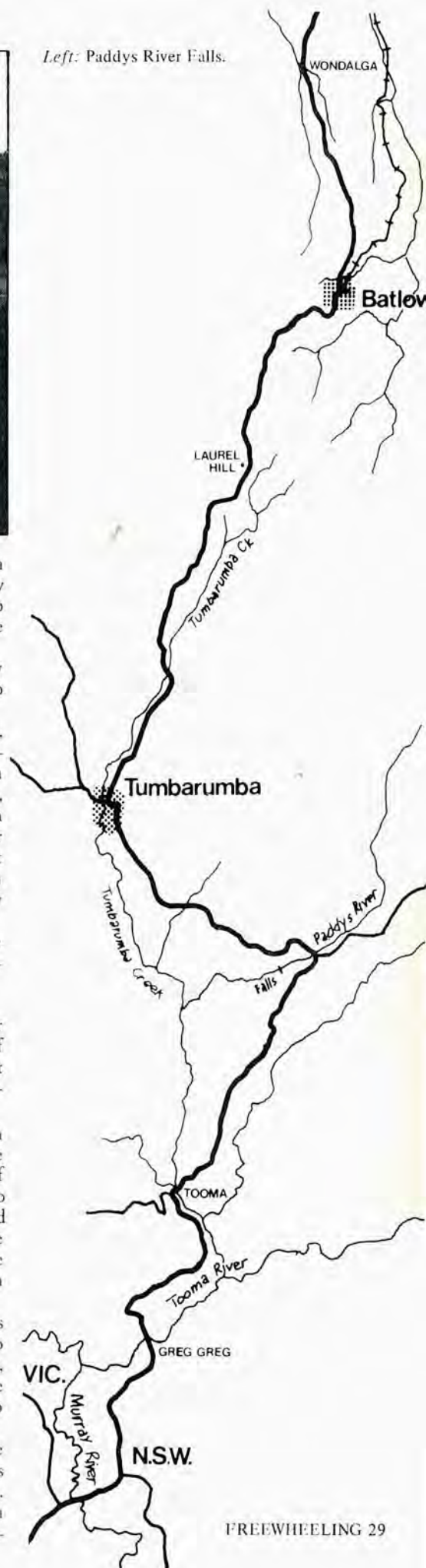
Batlow to Tumbarumba, 41 km on tar which is narrow and rough for a lot of the way. There is a substantial climb out of Batlow and a large drop into the outskirts of Tumbarumba.

On this leg the trail passes through a little piece of Monterey, California or one of the less-noticed American invasions of Australian industry. The pines grow so extensively in the shires of Tumut and Tumbarumba have their origins on the other side of the Pacific. Land prices have soared as a lot of the area changes from grazing to forestry.

From Pioneer St., the trail continues up on Reedy St., to turn left onto Mayday St., pass the P.O., swing right, pass the hardware and the ambulance station. As the houses thin out, the climb becomes a little steeper.

This hill is mostly narrow and a little rough with fast traffic, but most drivers are considerate of the needs of cyclists. The top of the main climb is about 3 km from town and from here the trail un-

Left: Paddys River Falls.



undulates up to pass a rest area (6 km) which marks the top of the climb. The climb has been through eucalypt and bracken forests and on top there are eucalypt forests and orchards. There are also some pine forests, more as the trail heads west and some clear-felled areas, showing the cycles the area is now subject to.

Laurel Hill (15.7 km) has the only shop on the road, a P.O. and general store which is open narrow hours. There is also a picnic area and some old farm equipment. The signs at each end of town have the most accurate population figures on the Melbourne to Brisbane cycle trail – floating. The altitude seems less accurate, the map puts it at only about 1000m, not 1100m.

A few kilometres past Laurel Hill, the trail drops from timbered country into farming and grazing country, losing about 200m over 5 km and mainly apple and pear orchards become common again. Just past the bottom of the drop is a delightful sign pointing to Willigobung and it's in the equally well-named locality of Good Enough.

After a further 1.5 km the road drops substantially (200m) to cross Tumarumba Creek (31.3 km). This hill is narrow and can carry a fair but of traffic around commuting hours. It's a good climb going the other way. From the creek the road undulates through more closely settled areas, past fruit and berry farms to drop into the town, passing the caravan park and showgrounds on the right and running on into the main shopping area on The Parade (41.2 km).

Tumarumba is a friendly town and one of the tidiest on this section of the bicycle trail – the main street is littered with rubbish bins, all used instead of the footpath or gutter as in other some other parts of the country. It has a bakery, cake shop, some bike parts at the Shell, a nice tea room, cafe, hotels, supermarkets, a very good Four Square general store, veges and butcher. The P.O. is tucked away in a side street. There is another caravan park which has onsite vans as well as tent spaces on Albury St. Quite a few shops close for lunch on weekdays.

The altitude is 686m, so quite a lot has been lost since Laurel Hill.

Tumarumba to Tooma, 37 km on good tar over some pretty solid hills, up and down.

The trail continues to the end of The Parade then turns left into Bridge St. to climb slightly for 200m then turn right at the council chambers into Winton St. After 220m on Winton, the trail turns left at the bowling club into Regent St., and resumes climbing, swinging right (0.9 km) to pass the school on what is now William St.

From here it is big undulations, passing the racecourse, the cemetery and then through alternating heavily timbered eucalypt hills with cleared grazing valleys and slopes.

Paddy's River falls is off to the right 14 km out and at the falls are water, toilets, picnic tables and possible camping. The other facilities have apparently been removed. It's a small climb up then a huge drop down over about 2 km. Coming back is quite a climb, but the native birds, mammals, plants and insects make it well worthwhile. The falls are quite spectacular in sound and appearance. They are said to be 1.6 km long but only a small amount of this is visible from one viewing spot. It is a sanctuary, but fishing for introduced trout is permitted.

Past the falls turnoff is the top of the hill (14.9 km) before the drop to Stoney Creek, then a rise and drop to Paddy's River (fireplaces, picnic tables, toilets, water and possible very public camping, 18 km).

From Paddy's River it is a climb to a massive downhill then a series of ups and downs then another huge drop to Tooma. If speed is your thing, this is probably the best pair of hills going this way on the trail. If low speed is your bag, try riding the other way. They are big solid hills and the next drop is 500m.

Tooma (37 km) is just a pub, picnic area and telephone.

Tooma to Corryong, 38 km on good tar, through fairly flat country with a few small hills.

The first part of this section of the trail is very quiet, the roads are good to excellent and the open flat grazing country is quite a change from the hills. There is some tobacco growing initially then this is replaced by occasional grains.

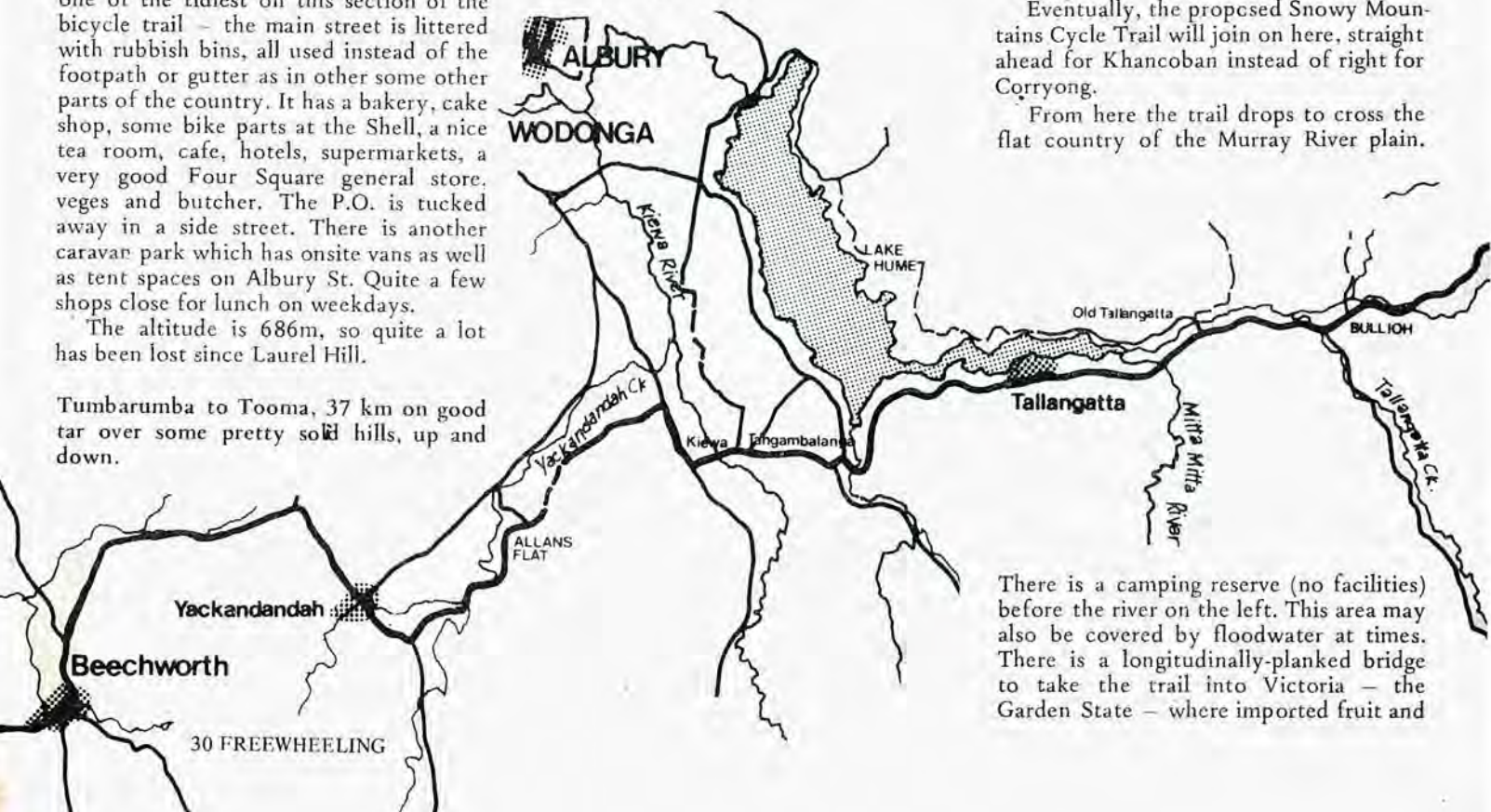
This, despite its flatness, is The Man from Snowy River country. Jack Riley (The Man) worked on Greg Greg Station locally and Tom Groggin Station up in the Snowys. He drove cattle from one to the other and after a campfire meeting with Riley, Banjo Paterson wrote the poem based on his riding abilities. The poem has recently been used as the basis for a film.

The trail continues past the picnic area and crosses a few bridges then takes the first left (0.6 km) towards Greg Greg and Khancoban. After 10 km more, the trail turns left at a T-junction (10.8 km) for Khancoban and climbs a small rise to drop steeply to cross the Tooma River (14 km). There is a travelling stock reserve on the left just before the river – beside the first part of the bridge – and this makes a good campsite. This river can flood and cover the road 100m or so past the bridge and it takes less water to flood the campsite.

About 1.5 km further is the turnoff to the left to Greg Greg (no facilities) and a little further on is the station of the same name. After a couple of crests, the trail turns right for Towong and Corryong, leaving the Khancoban Road (23.6 km).

Eventually, the proposed Snowy Mountains Cycle Trail will join on here, straight ahead for Khancoban instead of right for Corryong.

From here the trail drops to cross the flat country of the Murray River plain.



There is a camping reserve (no facilities) before the river on the left. This area may also be covered by floodwater at times. There is a longitudinally-planked bridge to take the trail into Victoria – the Garden State – where imported fruit and

veges are not welcome as they may bring fruit fly. There are receptacles at all points of entry to the state for veges and as Corryong has good supplies it is no problem for most cyclists to use up their veges before entering the state.

For people going the other way, the trail takes the first crossing of the river and the sign says Tintaldra 13.

From the bridge (26.8 km), the trail turns right and after a few hundred metres passes a swamp on the left with nesting brolgas (bring your dancing shoes) and 1 km from the bridge the Walwa and Tintaldra road comes in on the right (27.8 km). This is the Murray Valley Highway and the trail turns left onto it and heads for Corryong.

There are lots of water birds in this area and the fishing seems to attract a lot of humans as well.

The Murray Valley Highway is fast, wide, smooth and carries a fair bit of traffic, particularly in holidays. There's plenty of room and it is safe cycling through flat country.

Towong (just a P.O.) is just after the T-junction and on the right a little further on is the racecourse and a rather grand stand. About 4 km along, a T-junction (31.3 km) leading to the Snowy Mountains area is where the Snowy Mountains Cycle Trail will connect with this one. Six more kilometres brings the wide main street of Corryong (38 km).

Corryong has cafes, restaurants, supermarkets, butcher, baker, veges, hotels, parts at one of the sports stores, The Man from Snowy River museum and a caravan park with friendly people on the way out of town. The park has a small store, laundry with driers and onsite vans.

Corryong to Tallangatta, 87 km on variable tar with a gain of nearly 500m and a similar drop.

Corryong is at about 300m and the top of the climb is about 760m, so the gain is quite substantial, most of it occurring in

Leaving Corryong, the trail continues on smooth, flat, wide tar past the caravan park and 7 km out passes another, Colac Colac, on the right on Corryong Creek. This has some supplies and a laundry with dryers as well as onsite vans. About 600m brings a picnic area on the right.

There are two turnoffs to Cudgewa and after the second one is passed (18 km) the trail begins climbing over Wabba Gap. This is about 80m but short and sharp. The other side is gentler, longer and drops more. The drop takes the trail back under the powerlines, to rejoin the creek and when the railway remnants come back to the other side of the creek there is a turn-off to the right (24 km) which leads to the creek bank. Further around this track is a possible camping spot and then the track rejoins the trail to pass a picnic area 500m on the right.

The trail crosses the railway just after the Berrigama P.O. and continues on to the rest of the hamlet, a hall and some houses spread over about 1 km.

Beetoomba Creek is crossed 7 km later (33.5 km) and this is the bottom of the climb to Koetong. The local road authority has seen fit to show signs of kangaroos playing leapwombat here, so keep an eye out for frolicking fauna. As this hill is climbed the grazing is replaced by native eucalypt and wattle forests then they are slowly replaced by introduced pines until the conifers have both sides of the road.

After a couple of kilometres of climbing, the trail flattens and out and from here climbs in a series of steps of a few hundred metres length alternating with flatter sections. The top comes after 5.6 km (39 km) and it is a long straight with tracks off to the left to a pines tour (and tanks with cool clear refreshing water) and to the right to a scenic alpine lookout. There is a picnic area at the end of the straight but the forests make for a more pleasant and cooler stop. Camping is excellent and there's plenty of room. The signs indicate that there are deer in the forests, but they are shy so you would have to head in a little.

A few kilometres further along, the pines begin to be replaced by open grazing again and there is a picnic area with toilets and water near the forestry buildings at Shelley (42.5 km). There is an orienteering centre here too.

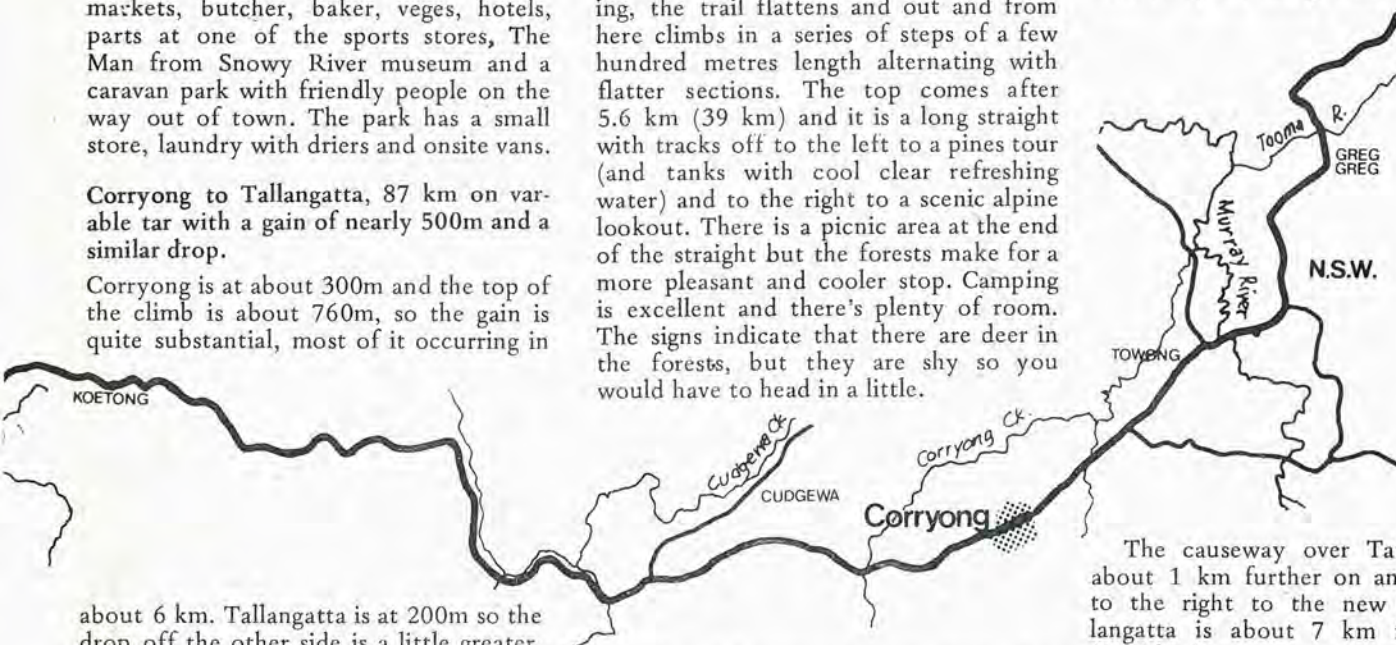
There is a net loss of 160m to Koetong through undulating less forested country and for the people coming the other way it is still quite a climb.

Koetong (49.8 km) has a pub, school and petrol station and a lot of recently cleared hillsides. The railway crosses the trail again, having found a gentler route to here from its last crossing and the trail runs near it until the drop begins in earnest about 10 km from Koetong (61.1 km). After the first 100m is lost, the track passes under the road and swings out for a smoother drop and then passes back under and sweeps wide to run down the other side of the valley. The remains of some bridges are still visible.

Some cyclists have suggested that the old track could be developed as a bicycle trail. Others feel that it would be a suitable tourist steam railway and could still aid cyclists by carrying them up to make the downhill run under their own steam, with a little gravity to help.

The trail continues dropping and finally the road flattens out and the railway comes back on the right. The Murray Valley Highway comes across the railway, having followed the Murray for some way then left to it to cross Granya Gap and rejoin the trail at Bullioh (70.8 km, a school, hall and some houses).

The highway is smooth wide and fast again and the traffic remains mostly considerate. The Old Tallangatta turnoff comes up on the right a little more than 7 km along (78 km) and 500m further on is the viewing point. The people were moved in 1956 when Hume Weir was built as much of the town would be flooded by the rising waters.



about 6 km. Tallangatta is at 200m so the drop off the other side is a little greater. The road surface starts off well then deteriorates a little and as the top draws near improves again for a while. Then it's back to reasonable for the drop then better on the flat country again. Traffic is heavier and faster in ski season and the holidays generally, but it seems mostly considerate. There are no food shops on this section. Dairy slowly gives way to beef, then forestry then mixed grazing.

The causeway over Tatonga Inlet is about 1 km further on and the turnoff to the right to the new town of Tallangatta is about 7 km from the old (85.4 km).

The town is 1.5 km down this road and has a restaurant, baker, butcher, a takeaway, a good general store, supermarket, tourist info, delicatessen, laundry and a good lakeside caravan park.

Tallangatta to Yackandandah, 47 km, 43.5 km on tar, 3.5 km on dirt through fairly flat grazing country.

The trail hits the Murray Valley Highway

about 800m from town and almost 2 km along from where it left it. It follows the highway not far from the water with the two abandoned rail beds visible at times. After 9 km the railway leaves the trail and crosses Sandy Inlet while the trail follows the shore and then crosses the bottom of the inlet on a causeway. There is a canoe hire firm on the inlet. On the long right-hand curve after the causeway, the trail takes a left turn at a T-junction (13.3 km) for Tangambalanga and 700m later turns right at a T-junction at Red Bluff for Tangambalanga and Kiewa. The road climbs then drops into Tangambalanga (17.9 km, with pub and general stores) and continues on, across the Kiewa River into Kiewa (19.4 km, with general store). The trail continues through Kiewa on Kiewa East Road to a T-junction (20.5 km) to turn right onto the Kiewa Valley Highway.

The highway is wide, flat and fast with room for motorists as well as cyclists, but carries a fair bit of traffic in ski season. After 3 km the trail turns left at a T-junction onto Allans Flat Road (23.6 km). This starts off as wide tar and narrows and then after 5 km it becomes dirt which takes it across a hungry wheel-munching bridge. This can be particularly dangerous if sand-covered – stick to the visible boards if so.

Gap Flat Road comes up after 3.3 km on the dirt (32.5 km) and the trail turns right at the T-junction for about 100m to turn left at a monument to Hume and Hovell who passed this way in 1824. This road is tar almost immediately and takes the trail past a school, dropping to cross the creek and sweep left out of Allans Flat. Those who like strawberry wine should visit the winery before leaving town.

The trail continues on mostly good, wide tar with very little traffic through Osbornes Flat (39.4 km) – church, school and tennis courts – and on to a T-junction with Dederang Road. Here it turns right and runs the 2.6 km into Yackandandah, with the last few hundred

metres a drop to cross the Yackandandah River, pass the caravan park and turn left into Wyndham Street. The trail takes the first right 200m later into Wellsford St. to climb and 100m later reach the main street, High St at a park.

Town is to the right, Beechworth is to the left. Yackandandah has a museum, general stores and milk bars, cafes, baker, pubs, butcher and a comfort station plus the very pleasant caravan park on the river.

Yackandandah to Beechworth, 23 km on tar with a net gain of about 260m on grades.

From the park the trail takes High St. towards Beechworth and begins the long steady climb. The grades are good, as it follows another old abandoned railway line, but it is a solid climb nonetheless. The climb is through a green valley with wooded hilltops until the trail passes through a small forested bit and emerges into open grazing. The road flattens out and the Wodonga road comes in on the right (5.4 km). The trail turns left at the T-junction for Beechworth and climbs a little before dropping to pass through Wooragee (12.7 km), just a school and then begins climbing gently but steadily into Beechworth.

The tar is wider as it gets closer to Beechworth and the trail drops into the main street of this historic goldfields town.

Beechworth has a very good bakery, general store, pubs, supermarkets, cafes, butcher and restaurants as well as a bike shop. There are museums and tourist sights galore and two caravan parks, of which the preferred one is Lake Sambell. For budget accommodation, try the youth hostel or the Nicholas Hotel.

MAPS: The maps and text in this guide should supply all the necessary route information, but those seeking further details of the surrounds can consult the 1:250 000 series maps which give complete coverage of this section of the trail.

Some of these are not do not have contours. For more detail, the 1:100 000 maps cover the trail completely except for a very small section on the Taralga map which has still not been published. All these maps are produced by the Division of National Mapping. The 1:100 000 series is quite up to date, though the 1:250 000 maps were produced from data collected nearly 30 years ago.

RAIL: There is a regular connection to Goulburn, and frequent trains to Harden and Cootamundra. There are almost two trains a day to Tumut and that's it. The nearest trains to Beechworth are Wangaratta along the bike trail, Wodonga or Albury. (There is a bus service from Beechworth to Albury which may take your bike, it took ours during a snow-storm.) Or you could ride to Chiltern. It's a very pleasant run to Wangaratta along the bike trail with a lot of downhill but mostly flat fast terrain.

CYCLE TRAIL LINKS: Melbourne (Epping) to Beechworth is covered in *Freewheeling 12* (Price \$2.50). Goulburn to Maitland is covered in *Freewheeling 4* (price \$2.00). These prices were current when this issue went to press in early 1982 and covered postage within Australia only. It is hoped that there will be cycle trails leaving this one at Goulburn, Tumut and near Corryong to link with a proposed Snowy Mountains Cycle Trail. It is also hoped there will be connections with the Southern Highlands of NSW via a Wombeyan Caves Cycle Trail and a new section of trail to replace the Hume Highway connecting Goulburn with Marulan via Bungonia and leading on to the Southern Highlands. There will also be a connection at Beechworth with the Around Victoria Cycle Trail which is expected to be declared as part of that state's 150th anniversary of European settlement.

Below: The Murray is in sight at last near this road junction between Tooma and Greg Greg.



Unicycling the Nullarbor

by Greg Thayne

I first bought a unicycle because of a capricious fantasy. When I asked at the local bicycle store I was shown two. Aesthetics dictated my choice and I became the proud owner of a red 24" bike.

Sometime later I was visiting my sisters in Perth and decided to apply myself to the task of learning to ride. Assiduous practice soon saw me darting about furiously, and it wasn't long before I was in control of the dismount instead of being thrown unceremoniously to the ground. It is a positive joy to ride; the closest thing to flying on the ground, and became my preferred means of transport. My range expanded as I rode to the local deli and back, or took the dogs to the beach for a run, and the suburbs rapidly shrank with familiarity. I rode mostly on back streets and at night, to avoid the many and often repeated comments of incredulous bystanders.

From somewhere emerged the idea of pedalling to Adelaide. It was fun to chuckle over for awhile, but events slowly forced my hand, and I found myself faced with a growing certainty. I knew that the distance could only improve my riding, and was in fact precisely what I needed, but the harsh reality of such a journey scared me a little. I began planning and buying supplies, and kept riding.

I spent some time outfitting the cycle with water bottles, tourmeter, lightweight pump and spanner, and was given a repair kit by Martin of Gordonson Cycles on Stirling Highway. He also promised me as many tyres as I needed to complete the journey. The extra weight of the water bottles beneath the

seat altered the handling, as did carrying a pack, so I often practised with a load.

Newspapers were quick to recognize the attention getting potential of the unicycle, and I appeared in several. *The News* ran a front page story of my intended crossing several days before I left.

The last few days were an odd mixture of activity and waiting. I packed a box of supplies and arranged for it to be delivered to the railway station and sent to Norseman ahead of me.

On March 9th, departure day, a small group of friends gathered at the G.P.O. to see me off. On the dot of 9 o'clock I hoisted my pack containing sleeping bag, dried fruit, some clothes, and a few extras to my back and wobbled on my way.

The day was extremely hot, and riding with a full pack proved to be taxing. Many recognized "the guy who's riding that thing across the Nullarbor", and waved or tooted as I puffed along. By nightfall I had covered 45 kilometres and sported a powerfully sore rear and sunburnt limbs. A friend of the road gave me some suntan oil so I was prepared for the days to come.

A routine quickly emerged. I would rise before the sun, pack my gear, and be on the road at sunrise. When I was fresh I could ride about 2 kilometres before having to leap off to restore the circulation, but as my steam dwindled so did the distance. Usually the walk to the next white post was sufficient rest and I would launch myself again. At 20 kilometres I

would take a well earned break before doing another 10; then stop for lunch. Most days were hot enough to force me to wait 3 or 4 hours until the cool of the afternoon. These were often frustrating, negative periods for me, which would dissolve into optimism once again the moment it was cool enough to ride further. Two more bursts of 10 kilometres each would find me very tired and ready for bed.

A Radio 6AM announcer invited me in for an interview when I passed through Northam, and the experience proved interesting. Meckering produced a night's semi-sleep on concrete, followed by a flat tyre. Pumping it every hour got me to Cunderdin where I mended it. I experimented holding a block of wood and an empty can supporting my pack for the 12 kilometres into Tammin. The improvement in comfort enticed optimism. I sent the pack on with a car and followed it to Kellerberrin, where I had a cabinet maker's offsider construct a spiked support which strapped beneath the pack and rested on the back of the seat. Riding became more bearable.

The wheat-belt towns provided a welcome break to the many hours spent on the roads, and I liked to walk the main street and restock my small larder, or stop into a cafe for a coffee and to write my journal.

I pedalled for Merredin. The day was exceedingly hot, and the too short nights spent on the ground were beginning to tell. One thing became obvious. The trip would be hard enough as it was without the added burden of the pack, new support notwithstanding. I rang a potter friend in S.A., Jackie Pitt, and told her my need. 24 hours later I rang again. "It's all arranged. Ben and I will meet you at Norseman in two weeks time." What a hunk of organization. She and Ben, her ten year old son, would have to drive the 2,000 kilometres to turn around and drive back. The return drive would take six weeks.



The longer distances I encountered as I pushed into the drier country beyond Southern Cross convinced me that I had decided correctly. I had been enlisting the help of westward bound cars while the towns were close enough for me to reach easily, but longer distances meant several days between towns. Water was no problem as I was still beside the pipeline, but to carry sufficient food for a two day run definitely was. A surprise gift of a banquet of canned goodies left by a couple of bushmen, prospectors I think, warmed my heart and filled my stomach. The amount I managed to dispose of always amazed me. Still, I was pedalling for 6 hours a day.

A flat tyre halted my progress and I sat in the shade of some trees to mend it.

Finally Norseman hove into view after a mammoth day's total of 73 kilometres, and I settled into the caravan park to await my support crew. Perth was 2½ weeks and 821 kilometres behind me.

Jackie and Ben arrived in a kombi laden with food, and a new phase in my journey began. The absence of the pack immediately rendered riding more comfortable and enjoyable. There was less traffic, and the distances between petrol stations, the only habitations beyond Norseman for 1,200 kilometres, were much greater. The scrub, quite thick around Norseman, gradually thinned, and the 190 kilometres to Balladonia saw diminished stands of trees amidst growing amounts of spinifex. It took me 4 days.

On this stretch three English cyclists slowed their eastward journey to swap tales with me. They had ridden from England, flying over countries that would not admit them, and were pushing across Australia with enthusiasm. "Java was beautiful. All terraces and flowing streams". They disappeared in a whirlwind of bicycles.

My first tyre finally expired, 100 kilometres from Norseman. I had wired a truck tube patch over some exposed nylon to cover a weak spot. I turned tyres about every 200 kilometres to keep wear even, but had been a bit long on one position.

A dot solidified from the haze and revealed an old friend pedalling his way west. We ate together.

The world's longest stretch of road without a bend, 150 kilometres into Caiguna, kept me pedalling for three days.

Two more cyclists passed. They were fairly green and pushing hard. "We left Perth six days ago. We're pretty buggered now though."

Slowly yet steadily I edged the kilometres behind me. I never tired of gazing about the countryside at the splendour around me. The desert produces many variations on a theme when it comes to



Greg Thayne poses with Jackie and a friend who was cycling westward to Perth.

drought proof plants. Hues and textures changed dramatically in an endless procession, each as absorbing as the last. Never once was I bored or uninterested. I stopped many times to collect seeds of unusual plants.

Generally several cars would stop in a day to ask my motives or offer me a drink. Most were incredulous and many wielded a camera.

The people at Cocklebidy helped us as much as they were able, and on the run to Madura we had many fleeting glimpses of kangaroos and emus. The road plunges at Madura to lie at the base of the Hampton Tableland and we paused to enjoy the panoramic view from the top.

I took a rest day and snoozed for most of it.

Back on the road and a cyclist passed me. He was on his way to Melbourne to join some friends he was to travel overseas with.

"I've always wanted to do a long bicycle ride so I bought one and headed off. I've got too much gear with me though." Perched on his front carrier was a linguaphone for learning Spanish as he travelled.

I pushed on, the days varying little yet each so full. Topping a rise revealed the burnt remains of a semi's load, still smouldering. The twisted machine limped by to revisit the site later that day.

A lone cyclist headed west stopped briefly from his round Australia trip to compare notes. Approaching Mundrabilla an old Polish guy pedalled up from behind on his 27th Nullarbor crossing. He rode for the heart appeal, having suffered an attack himself once. I suspect he also suffered from an attack of stolen thunder, for bush telegraph ensured that he heard about the Nullarbor unicyclist many times over. He passed me by with little comment.

I climbed to the top of the tableland once more at Ucla, and entered South

Australia. Ben boarded the bus for home, having spent some time with me on the road, and Jackie and I continued.

Subtly the land changed in appearance and feel. The coastal road afforded views of the sea and limestone cliffs, welcome after so much waterless land. Many people stopped and one guy treated us to prawns and beer. We dined well that night.

Two cyclists condensed from the shimmer and halted where we were stopped for a tea break. Harvie Porter, an American cyclist circumnavigating the globe, had been on the road for 10 months and clocked over 20,000 kilometres, through North and South America, New Zealand and now across Australia. Of Kiochi, his Japanese companion, we learned nothing.

The trees had been getting smaller and less frequent, and finally gave out altogether in one of the few truly treeless areas, the Nullarbor Plain. To the north stretched vast areas of spinifex and saltbush. Nullarbor Station crawled over the horizon and a small crowd witnessed our arrival. The owner summed it up. "I've been here for fifteen years and I've never seen it done on one wheel before." He also cast doubts on my sanity. We ate for free and moved on, into trees once more.

The land showed signs of higher rainfall, and undulations made for an interesting ride. One evening I was surprised to see behind me what appeared to be a laden donkey. I was even more surprised when, upon closer inspection, it turned into a laden bicycle.

Nicotera Franco had ridden his machine through France, Spain and the length of Africa to Cape Town, and flown from there to Perth to continue his journey. Ceduna would bring his total to 16,000 kilometres. He camped with us a night and entertained us with exotic tales and a french accent. His bike carried 61 kilograms of gear.

Gradually we entered the fringe of farmable land, and began to see more

people. Small towns now serviced traffic and locals. The front bar in Penong emptied as I passed through. Paddocks looked neglected and over-cleared, and I was glad to pedal the stretch to Ceduna behind me. Tyre No. 2 gave out, to be replaced. The inspector at the agricultural check point was amused by my arrival. "All we need is some roller skates to come through and we've seen the lot". I promised them I'd see what I could do.

I took several days off and was glad for the break.

Returning to the road immediately presented me with increased traffic. Mostly they gave me wide berth but occasionally one veered too close for comfort. Steadily the string of silo towns marched past. My seat, which had given much trouble, feel apart at Minnipa and I did some bush maintenance with an axe to render it serviceable again.

The journey, which had taken so long so far, seemed to be gathered momentum for a rush finish.

I pedalled through some dramatic changes in the countryside, past the incredible hill of awe at Iron Knob and braved the bloody-minded motorists to Port Augusta. I took a well earned rest.

As a fitting final leg, we despatched the kombi with Jackie's husband, Greg, and she carried the necessary gear on her 10 speed. She had regularly ridden stretches of the Nullarbor with me, park-

ing the kombi and riding to meet me, so was in training.

For the first time we had cold weather and pedalling became our only escape. Jackie had a hard time of it for my average speed was a slow amble for her.

At Wirrabara we were invited to sleep indoors by Bill and Judy. They made us welcome and we relaxed and laughed over tea. That night it rained heavily.

The hilly country kept us working and I assisted Jackie up some of the more taxing slopes. Pushing the 24" wheel gave me a decided advantage of hills.

We were still two days from Adelaide and I was feeling very flat pending the imminent conclusion of the trip, when a car screeched to a halt. A photographer and journalist emerged and took notes and photos. Later that day another pair of newsmen found us nearing Tarlee. The following editions convinced me that the media would never see in the venture what I saw. Approaching Roseworthy we were decended upon by a T.V. helicopter for another interview.

The Gawler to Salisbury stretch, bad enough by car, proved murderous amongst homeward bound afternoon traffic. We tried to stay on side roads. Irony struck. Crossing a medium strip my tyre, punctureless since Norseman, suddenly bristled. The dreaded Calthrop in one swift blow, distributed 19 punctures between three tyres. We mended them that night. I rode the

remaining distance in two short hops, to arrive at the Adelaide G.P.O. at 10.30 on April 14th, 66 days since leaving Perth. My tourmeter indicated a distance of 2,900 kilometres. My third tyre expired.

Many questions were repeatedly asked. "Where's the other half?" I refused to answer. "Would you like a cup of tea?" was always affirmative. My average speed was about 10 kilometres/hour, my average days total about 55 kilometres. Hills were no problem; my ratio saw to that. For brakes I apply pressure to the back pedal. Comfort was always my main obstacle. The seat was poorly made, uneven and lopsided. Since changing it I have had to retrain my pelvis to feel 'right' when straight instead of twisted. Semis usually gave me plenty of room, but if the wind was with them their gust would stop me dead. None actually knocked me off.

The cycle was originally Super Elliots. Since the trip I have replaced the hub, the Bell seat with an Italia, and the spokes chromed, modified the frame slightly and added new pedals. My only desire. A set of alloy cottered cranks - two left ones, 7". If anyone knows if they are available, please let me know. Box 42, Macclesfield, S.A.

Between bouts of riding the improved yike and trying on 7 or 10 foot unicycles, I tap out a manuscript for ONE WHEEL OPEN ROAD, my contribution to humanities literature.

TOW A...

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Peddalling in the Past



The Sydney Scene 1895-6

Cycling is one of the newest sports, and about 25 years ago was unknown in Sydney. Mr. W. R. George, "the father of cycling" in New South Wales, introduced the first bone-shaker in the colony, constructed at Bathurst in 1868, which he rode for some time. He has ridden every style of machine in its turn, and is still seen on his wheel in the city. The primitive bone-shakers had a brief reign, and were even ridden in races on the old Albert Ground. It is uncertain who had the first real bicycle in Sydney, but the first rider known in Sydney was Lord Carrington, who road the earliest one in London in 1867, though, as the

historian relates, "with but little success." In 1872, Mr. J. B. Holdsworth imported and rode a Coventry machine, and from that year riders soon increased, but for long were regarded as a nuisance, and subjected to much annoyance. The early spider wheels were mostly used by athletic young men of adventurous spirit, and as one looks in the light of modern days at some of the relics still to be found amid dusty lumber, the wonder arises how so much satisfaction could ever have been got out of those awful old crocks.

At a meeting of riders at the Royal Hotel, 4th September, 1879, the Sydney Bicycle Club was formed by enrolling ten members; Mr. Hugh Paterson,

secretary. Mr. James Copland, a rider with a noted reputation from England, was the first captain. The first president was Mr. W. J. Trickett, and the first race on the Association Ground was won by Mr. Arthur Crane in May, 1880. Other clubs soon formed, and every year the season is opened with a combined run and festive proceedings at some rendezvous. The principal clubs have been the Sydney, Suburban, Wanderers, Redfern, Balmain, Burwood, Botany, Manly, Glebe, Rovers, Tricycle, Prince of Wales, Newington, Rosehill, Ashfield, Parramatta, Crusaders, Summer Hill, Lilydale, Ferndale, Railway, Burai Burroo, Speedwell, Safety, St. Leonard's, Oriental, Austral,

Eclipse, and the Ladies, but most of them have ceased to be. In early days there was little professional cycling, the race meetings being almost entirely for trophy prizes. The New South Wales Cyclists' Union, which Mr. F. M. Bladen was chiefly instrumental in founding, came into existence in July, 1883, for the guidance of amateur sport, though membership was open to professionals. It comprised the city and country clubs, and under Mr. James Martin, its president for many years, it has exercised a strong influence. Mr. Richard Shute was for ten years handicapper, and Mr. G. M. Moore, who has held office in the Union for over twelve years, is a powerful writer on cycling.

The movement for cash prizes is recent. The New South Wales League of Wheelmen was formed in September, 1893, many riders going over from the amateur clubs. The League differs from the Union in not having club representation, it being composed only of its own members, who in the country form branches, and this has been found a good plan in consolidating the interests of all. Mr. F. G. C. Hanslow was the founder of the League, and is energetic in promoting its aims. Mr. T. H. Hassall is president. Both League and Union arrange for yearly intercolonial racing contests, with championships at various distances. The Sydney Bicycle Club has rooms at 61 Drutt Street, and the League at 420 George Street, each with accommodation for secretary, meetings, billiard tables, and other amusements.

The Sydney Cricket Ground, admirable in many ways, has only a grass track, and rain causes serious interference with cyclists. There are hard tracks on Redfern Park and North Sydney Reserve, but in neither case can admission be charged, and the ubiquitous dog is a source of danger. Record making is therefore conducted under difficulties. Road races are frequently held. The Sydney Municipal Council has passed by-laws to regulate street riding in the city.

The overland journey to Melbourne was pioneered by Mr. Alfred Edward in May, 1884, and ridden by Mrs. Maddock in September, 1894. Mr. J. Copland went the route on a tricycle in August, 1884. The whole distance to Brisbane (indeed on to Rockhampton) was first accomplished by Mr. G. E. B. Timewell in 1884, and for the first time by a lady by Mrs Maddock in September 1895. This lady, who is a skilful and graceful rider, is captain of the Ladies' Club, of which Miss Henrietta Todd is secretary. It is not under the aegis of

either the Union or the League. The uniform is grey skirt and Norfolk jacket, with black and red hatband. The celebrated English champion, Dr. H. L. Cortis, died in New South Wales, and the cyclists erected a monument to his memory at Bathurst. Many fine riders have upheld the honor of the colony, but Mr. C. W. Bennett takes premier place as an accomplished master of the machine. Messrs. C. R. Wood and T.P. Jenkins were celebrated riders, all three having won many championships. Mr. W. L. Kerr is the best amateur rider of the day. He has won over 120 prizes in the colonies, and can show 23 championship medals, whilst Mr. Joseph Megson is the greatest rider among the cash cyclists, and is noted for his sensational finishes. The Governors of the colony have always attended the amateur race meetings. Mr. Alfred Allen was the first cyclist elected to the N.S.W. Parliament. Mr. G. H. Williams, late captain of the Glebe Club, runs a club of his own. His little girl has often occupied the front seat for 60 and 70 miles in a day, and he has taken both children frequently 20, and even 40 miles on his safety.

Cycling has had its booms and depressions. In the old ordinary days race meetings had from 10,000 to 15,000

spectators. Then enthusiasm waned, but a fresh impetus came with the advent of the low-built types, which settled down into the present safety, with its fast pneumatic tyre. Such great results, both in speed performances and ease of travelling, have ensued that cycling has gained a popularity as a healthy, useful, pleasant means of locomotion, which it can never lose. No longer the toy of a faddist, or merely a racing machine, but an instrument of universal service, the cycle has come to stay. By it alone the athlete can travel faster than ever human being went before by his own unaided power. In 24 hours one first-class cyclist could break down the two fleetest horses that ever lived, while dainty ladies, in spite of grundyism, increase the number of riders every day. At morn and eve a stream of wage earners can be seen coming to work and returning home on their wheels in all directions. The touring spirit has carried cyclists into the farthest corners of the colony; the limitless plains of the west, the tern gullies of the south, and the far-stretching roads to the north have all known the men of the wheel.

From *Beautiful Sydney 1895-6* published by George Robertson and Co., Sydney.

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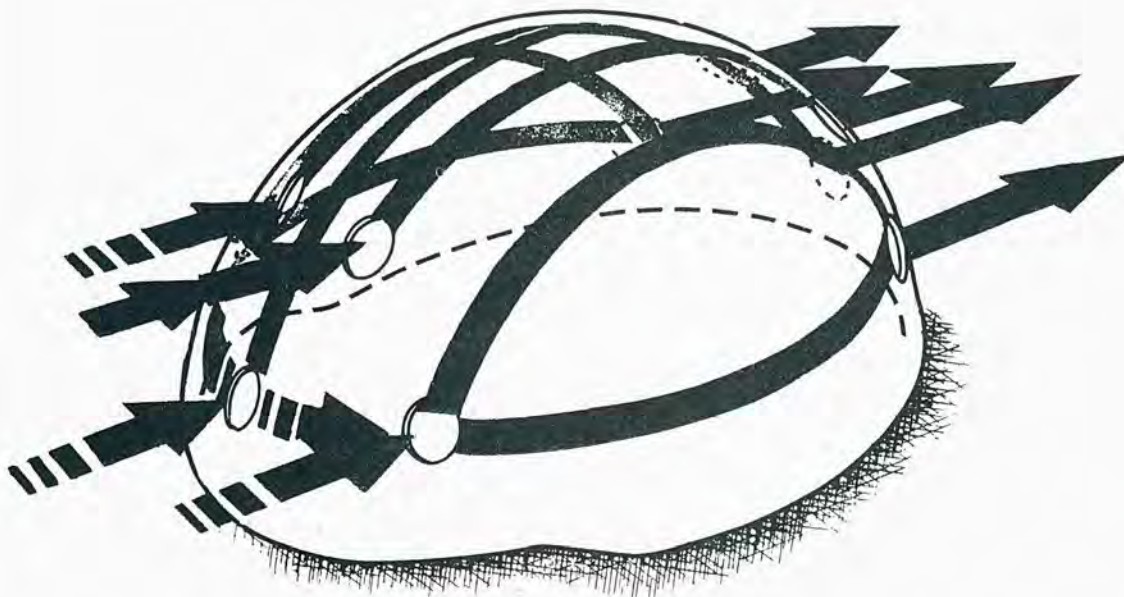
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Mountain Safety Research

SOLO

INDONESIA

Helen Pausacker recently returned from a year in Solo, Central Java (Indonesia), where she also spent a year in 1976, studying *wayang* (shadow puppetry). In Indonesia she used her bike for much the same things as in Melbourne, for commuting to school, doing shopping and other errands, and visiting friends. She soon found that in Solo as in most of Indonesia, the roads worked in a different fashion. There were certainly more bicycles on the road but that did not make it easier for the westener unfamiliar with asian road customs.

Most of my friends studying *wayang* were bicycle riders, as they came from villages, and from lowish income brackets. The motorbike in Java is a status symbol – those who can afford it either have a motorbike or take *becaks* (the pedal equivalent of a taxi – see Diagram 1).

Whilst some of my Solonese friends had, in Secondary school days gone on cycling tours, I never did any with them, but was amazed at their self-control and stamina on the few trips I made with them, and rather glad we hadn't set out on a 20-day effort.

Australian friends that I have cycled with have rarely been cycling fanatics, and I have never suffered from exhaustion – plenty of rests, drinks and snacks. In August last year, I finally met my match.

Mas Dwi, who I studied *wayang* with, lived in a village about ten kilometers from Solo and commuted daily on top of a physically very demanding course. We were going to visit a friend of mine, Bu Harni, about 50 kilometers from Solo. We left Solo at about 9 am, and on the way there I had no problems keeping up

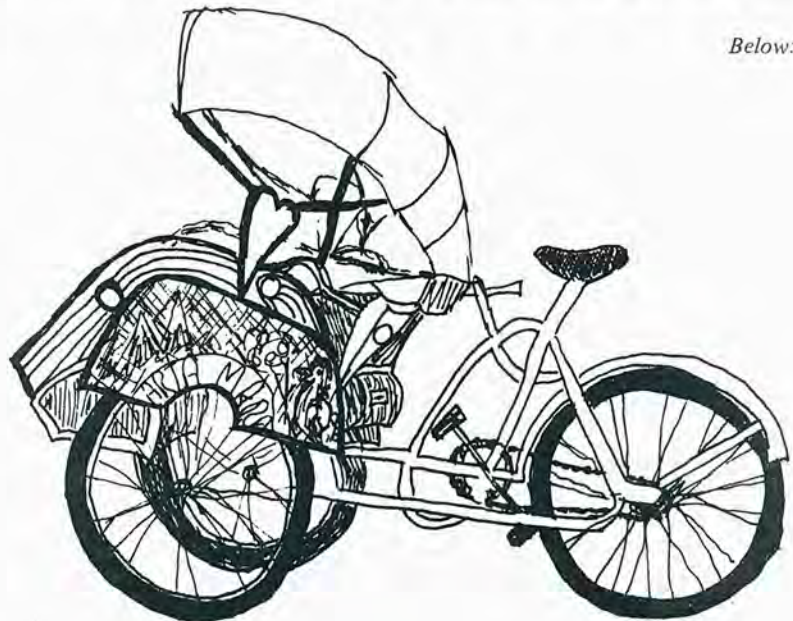
– we had one brief stop (without a drink) and then set off again. Due to the tropical heat, I was parched by the time we arrived at Bu Harni's, but had to wait the requisite time before drinking my drink, as she had other visitors. (It's rude to start a drink before being pressed a few times). Once they had gone, Bu Harni told me to make myself at home, and I downed six drinks in a row! On the way home, I was a bit worn out, and after a mere hour was suggesting I needed a cigarette (less for the nicotine, than for the rest!) Dwi said we should wait, and kept me going for ages by saying that he was just testing if a woman was as strong as a man . . . a challenge that would get any woman to keep at it. Finally as I was about to collapse, but refusing to admit it, he relented, and we were allowed not only a rest, but a drink as well. On arrival in Solo, at the end of the 100 km return trip, we called in at a mutual friend's place. I sat there politely, pretending I didn't feel hot, sweaty and thirsty. I was amazed and a bit puzzled when Dwi made no mention of

the fact that we had just cycled 100 kms. It was as if we had just cycled around the corner to get there. Dwi stayed there till 11 pm (without eating) before cycling 10 kms home in the dark to his village. I struggled home, feeling rather faint at 9 pm.

Another cycle ride I had was with another friend from school, Mas Ratna. We left after school at 3 pm, cycling to Klaten (about 25 kms from Solo), and *did* stop on the way for a drink. After a brief rest at another friend's house, the three of us then set off at night to a village in the mountains about five kms away, fording a stream and climbing a mountain by starlight – incredibly beautiful. We then sat up all night watching a *wayang* performance (which lasts from about 9 pm to 5 am), and then cycled back to Solo in time for morning classes after stopping only for a bath and a change of clothes.

Most main roads in Java have cycle tracks, and where there are no tracks, the motorists take note of cyclists, and are always on the alert for them. It takes

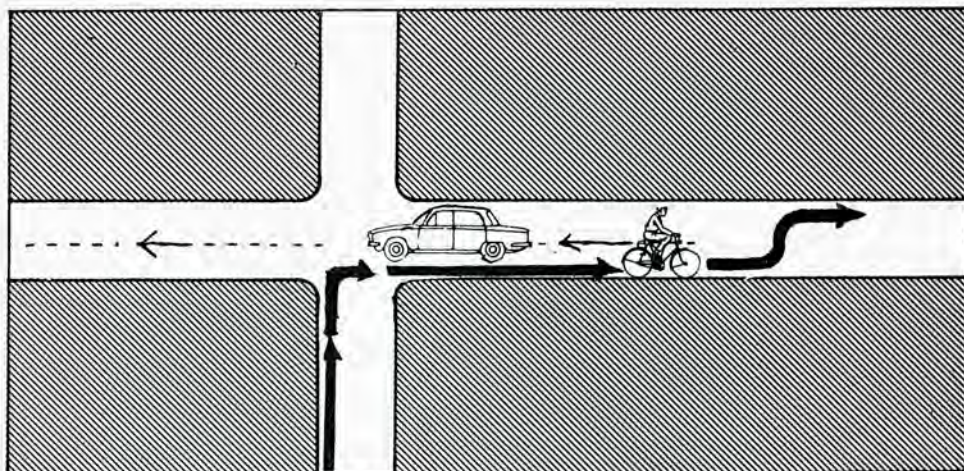
Below: A Becaks.



some time on arrival in Java to become used to judging the differing speeds of travelling vehicles . . . you have to adjust to ox-carts, *becaks*, motorbikes, buses and cars (in order of speed).

At first it seems there are *no* traffic rules in Java, but after a while you learn that the rules are just different. In doing a right hand turn, for example, you turn onto the right hand side of the road first, and cycle against the traffic until there is a gap in the traffic before crossing over. (See Diagram 2.) Regardless of my own personal views on safety I found it best to follow the principle of 'When in Rome . . .', as motorists were naturally unprepared for you to turn the Australian way. On busy intersections, however, I often dismounted. Probably the most important hand signal at an intersection is the signal that says 'I'm going straight ahead, so you'd better stop'. You put your hand out in front of you, preferably with eye contact to the on-coming motorbike or car driver, and push ahead . . . never fails to get you right of way, but without the signal you're likely to be knocked over.

Facilities abound for the cyclist in Solo, as in any other Javanese city. Probably the thing I like least about cycling is mending punctures, but in Solo, there is almost always a *tukang sepeda* (bicycle repairer) closeby, sitting on the corner



Above: How to do a right hand turn in Indonesia. Similar to the method used by cyclists in Australia.

of the street. He (I have never seen a female *tukang sepeda*) mends your puncture for you while you wait, charging between 50 and 100 rupiah (between 4 and 7c), using pieces of rubber from old inner tubes, a pot of glue, and banging the patch on with a hammer. Solo is famous as 'the city that never sleeps' but we did find it hard to find a *tukang sepeda* at 4.30 am, the day Mas Bambang got a puncture after ½ hours' riding, when Mas Bambang, Mbak Endah and I decided to go for an early morning cycle

before school (which starts at 7.30 am). After half an hour's cycling around, with Bambang sitting on Mbak Endah's pack-rack and holding his bike, we did eventually find a *tukang sepeda*. That day we gave up the cycling idea, and drank hot ginger drinks and ate coconut pancakes bought from a street seller, and watched the sunrise while we waited for the puncture to be mended.

There is no need to carry a pump in Solo, as it is the done thing to borrow either the *tukang sepeda's* or a neighbour's. The pumps are too clumsy to carry around anyway. I also found people incredibly free with loaning their

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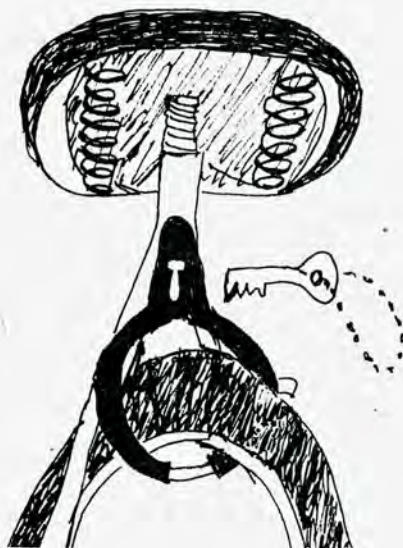


tr 2

bicycles in Java. Friends who didn't have bikes, would appear with different bikes, which they had borrowed for a couple of hours to come over.

Dinking (doubling) is also very common . . . the hairy part of being dinked being that females are expected to sit side-saddle, holding onto the pack rack (see photo in *Freewheeling* No 10 p. 29). You have to make a running leap, and settle into position whilst the bike is in motion. You then lean over the other side to keep balance, but even so it takes a firm grip on the handlebars for the driver to keep steady. Children of five years of age manage it without batting an eyelid, but it took me a couple of miserable failures before I could manage either being dinked, or dinking women. (Dinking a man was easy as he sat astride the pack rack and the bike was therefore balanced.)

Whilst I have heard of bicycle theft in Solo, on the whole I think that bikes are safer than in Melbourne. All bicycles in Java have locks on them which lock around the wheel (see Diagram 4), and are quite sufficient for leaving either while you go into a little shop, or whilst visiting a friend. For most public places — markets, the post office or at schools and big stores, you leave it in a *titipan sepeda* (bike park), where you get a ticket and your bike is marked with a corresponding ticket. Both are handed back on



your return. Some *titipan sepeda* are provided as services for customers/students, and others you pay 25 rupiah (about 4c). In Solo municipal *titipan sepeda* were often staffed by people with only one arm or leg, who had problems getting employment elsewhere.

In Solo there is an annual tax on bicycles. For about a week the roads are cordoned off at various spots by police, and you pay 200 rupiah (about 30 cents),

and receive a sticker with the year on it, that you then show if asked by the police at another spot.

There seems no concept at all in Java of road safety . . . and I suppose it is comparatively new even in Australia. I went over to Java this last time, having in Melbourne, in addition to a dynamo and reflectors, worn my helmet, safety vest, and with bike light on my leg. After wearing just the bike light on the first night in Solo, I abandoned it from embarrassment because of comments in Javanese from what seemed like everyone I passed, 'Ooh, look at the funny Westerner, she's got a light on her leg!'. After that I just had reflectors and a dynamo light, which seemed to be on the blink more often than it worked. Even that was better than most of my friends, who had no lights or reflectors. At least three didn't have brakes on their bikes (and I don't mean their brakes didn't work).

So cycling in Java isn't always the safest, but on the whole, motorists watch out for the cyclist, and show a respect and politeness to him or her. Probably my greatest culture shock on returning was riding my bicycle in Melbourne and getting re-acclimatised to motorists aggressively trying to run me off the road, or inconsiderately opening side doors just as I was about to pass. Suddenly instead of being part of a majority of cyclists, I was in a minority.



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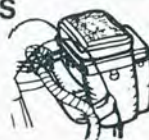
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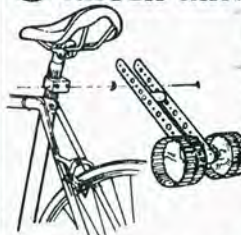
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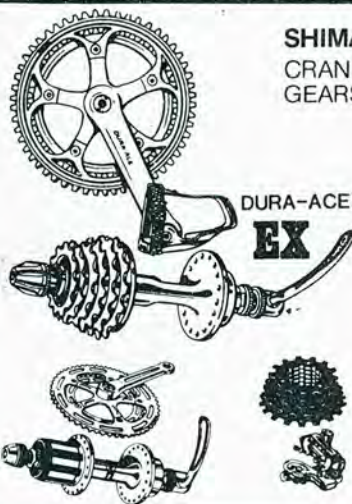
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Bike Conference a Success

Last November in Geelong Victoria 200 delegates gathered together for Australia's first ever bicycle planning conference. For some it was a sign that bicycle usage had come of age in this country, for others it was a chance to learn from those who were informed on bicycle planning. Warren Salomon reports the conference from Australia's conceptual cycling mecca.

Fittingly the conference was opened by the country's best known bicycle rider Sir Hubert Opperman who outlined some of the ups and downs of his favourite sport and transport. No doubt the seven or so industry representatives present could understand the historical implications of cyclings early booms and near disappearance in the fifties and sixties. (The expression *the business cycle* must seem like a cruel pun to some at times). The foundations for this conference were laid in 1976 when the Victorian Government under pressure from groups like the newly formed Bicycle Institute of Victoria initiated the Geelong Bike Plan Study. This later became the now famous Geelong Bike Plan which has since received international recognition as being a major innovator in the field of bicycle planning.

The conference was held over two days and the numerous speakers addressed sessions and workshops on aspects of the 4E's approach marketed by the Bikeplans originators. (Engineering Enforcement, Education and Encouragement.) One could be excused for believing that the conference was a clever sales reception hosted by Bikeplan chairman Don Hurnall to sell his 4E's to an inquisitive audience. However Bikeplan Australia 81 was more than that.

Bicycle Accidents

The findings of a comprehensive study of bicycle accidents conducted in the USA were presented by Dr. Ken Cross who was one of the Americans especially invited to address the conference. His illustrated presentation outlined the 37 unique accident types involving cyclists and motorists. Some accident types occurred far more frequently than others. For instance seven accounted for more than 52% of fatalities and 26 accident types accounted for over 94% of fatal injuries. This sort of statistical analysis set the scene for sessions still to come.

When questioned by *Freewheeling* as to the most important counter measures to be taken by riders themselves to avoid becoming an accident statistic, Ken Cross suggested that improving on road conspicuity (wearing bright clothes, reflective vests, using bike lighting systems etc) would be the most successful preventative

measure. He also stressed the importance of educational programmes especially for the young and beginner cyclist. (6 - 9 year old group.)

Engineering

Most of the uninitiated conference participants came thinking that this would be the most important and far reaching of all the sessions presented. Impressive it was especially when all of the works constructed so far were catalogued by Phillip McDonald and Trevor Schneider two Geelong shire council engineers working in with the Bikeplan. Delegates were given the opportunity on the second morning to see for themselves during a conducted bus tour of selected projects. From the comfort of sheltered seats it was easy to see why Geelong will eventually become Australia's number one cycling city. Bike lanes, racks, speed humps for regulating motorist speed, street closures, and widened curb side lanes were everywhere even if bicycle riders in large numbers weren't. It is interesting at this point to note that among the groups not represented at the conference was the National Capital Development Commission, Canberra's cycle path builders. Certainly their large network of recreational type off road cycle paths must be responsible for that city's phenomenal cycling population explosion. Geelong may be the conceptual number one city but Canberra is the users number one city. The non participation of the NCDC could be seen as evidence that there are still def-

initely two schools of thought on cycle planning active in Australia in spite of what is said in Geelong.

A majority of the current bicycle users in Australia are under 17 years so most of the on road facilities as well as the end of journey facilities (bike racks etc) have been provided for the kids. It was a pity that the bus tours weren't timed to see school children using their new facilities.

The Geelong planners also demonstrated an originators flair by hopping on to the BMX bandwagon and constructing tracks, fun circuits and jump mounds adjacent to paths to make these more interesting and useful.

The Bikeplan project team is to be complimented for the way they have chosen to embrace the burgeoning sport of Bicycle Moto Cross. Contained in the conference papers is even a basic manual for constructing a BMX fun track.

Enforcement

The enforcement programmes so far undertaken were outlined by Chief Superintendent R.J. Martin and Senior Constable Ted Wilson of the Victoria Police. Ted Wilson is that body's representative on the Bikeplan committee. The enforcement options initially considered by the police were: The use of Police Traffic Operations Group members; use of all uniform members of the Police Department; use of municipal traffic officers and use of specially appointed officers trained by the Police Department.

Use of all uniformed police was the preferred option. In order to ensure easy implementation of the bicycle enforcement programme using uniformed police the Bicycle Offence Report was introduced. This is similar in appearance to an on-the-spot infringement ticket for motorists. The ticket does not prescribe penalties and fits in with the existing cautioning programme. It is seen as an attempt to urge more people especially children and adolescents to take their cycling more seriously. Constant offenders may be summonsed under existing procedures.

The BOR plus normal traffic Infringement Notices for motorists was trialled in Geelong during 1979-80 and was judged a success by the Police and the community.

One of the most impressive presentations made at the entire conference was the *Two Wheels One Life - A Hazard Recognition Course* slide show and course. The kit of the course consists of a slide show plus taped cassette with commentary to be used in conjunction with a colour booklet depicting some of the key slides and commentary. The booklet remains with the children to help them remember points demonstrated in the course. The kit is intended for use by Police in schools and with community groups. It was well received by the conf-

erence delegates once again demonstrating that a strong audio visual presentation is worth a million or so long winded words.

Encouragement

In contrast to the presentation given by the Police, the one segment which should have fired the visual imagination was a fizzer. With no visual backup (except for some pre circulated printed material) the Geelong (and state) Encouragement Co-ordinator Colin Crawford told delegates of the work so far done in Geelong to make cycling more visible and attractive to the public. Of major interest to *Freewheeling* readers is the recently published guide *Geelong/Otway Bike Tours* which contains maps and guides for twenty tours in the Geelong-Otway tourist region.

Education

Programme development and implementation techniques were outlined by three professional educators, Bob McGovan, Michael Bennett and Tom Wood. It was towards this point that the excessive verbiage of some of the speakers and the inadequate provision for questioning from the audience became apparent. Disappointingly the Bike Education kit was not shown even in part to demonstrate visually what the speakers were referring to verbally. Certainly great steps have been and are still being made in Victoria in the area of cyclist education for the 9 - 13 year olds.

Teachers who attended the conference were obviously very enthusiastic about Bike Ed and government staff admitted to being worried about handling the enquiries which have resulted from the conference. The Bike Ed kit has also been modified for use in the Newcastle Bike Plan. The cyclist map developed for Newcastle was also on display at the conference.

The Role of Advocate Groups

On the initiation of people like Dan Burden from the USA the world advocate was more aptly substituted for activist when used to describe groups like the Newcastle Cycleways Movement. The groups planning spokesman John Mathieson was invited to speak to the conference on the role of community groups in planning projects. His presentation only served to reinforce the view that without the cycling advocate nothing gets going as the community need is not articulated. This was reinforced elsewhere during an all to brief question time when a bewildered questioner asked Chairman Don Hurnell how the whole bike plan got started. His reply, wide of the mark, was that an interested politician and cabinet member Brian Dixon initiated it. It took an other advocate group the Bicycle Institute of Victoria to later point out that it was their articulation of support

for an all out push towards better cyclist facilities which got Brian Dixon and the bureaucrats eventually moving. At best the records were set straight on the pioneering work done during the early 1970's by BIV stalwarts Keith Dunstan John Drummond and Alan Parker.

The Newcastle Cycleways Movement presentation was a chronicle of disinterest on the part of NSW bureaucrats and politicians which is only now beginning to be swept away by the recent release of the Newcastle Bikeplan Study document. NCM members expressed private regret that a public servant of the calibre of Don Hurnell is not a member of the NSW government department overseeing their bike plan. As reported in *Freewheeling* 13 the NCM used the conference to tip the can onto the NSW Traffic Authority for alleged mismanagement. Their representatives only response to all of this was to state that the Traffic Authority is currently reviewing measures to make the wearing of cycle helmets compulsory in that state.

By far the most interesting of all the speakers was visiting American advocate/planner Dan Burden who is presently the state bicycle co-ordinator Florida USA and is credited with originating the trans-America Bikecentennial rides during 1976. Dan Burden gave two slide presentations (illustrated talks) one at the conference dinner on his recent bicycle tour of China and an other on the situation in his state of Florida. Australians always willing and interested to compare the situation here with overseas were surprised to find that in many cases the two countries are on a parallel courses.

In discussing the transport situation in the USA to date Dan Burden hinted at the major factors why cycling is making a come back on the urban scene. For a start the car based transport system is showing signs of breaking down and dragging down with it the very standard of living its use was supposed to improve. Energy costs and supplies are also much more critical to Americans now than in years gone by and physical fitness is now a big issue in the quest for a better lifestyle. Dan Burdens presentation given towards the end of the conference should have started the conference off and set the scene for things to come but instead gave the delegates nice feelings to take home with them.

Finally there was the smooth soft sell of Bike Plan chairman Don Hurnell who must claim most of the credit for the successful staging of the conference. Don Hurnell put the case for a bike plan approach as being more cost effective than a bike plan approach. Certainly the experience in Sydney if not in Canberra, bore out his point one only hopes that the sell job worked on the assembled delegates. All Australians will certainly be the better for it.

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